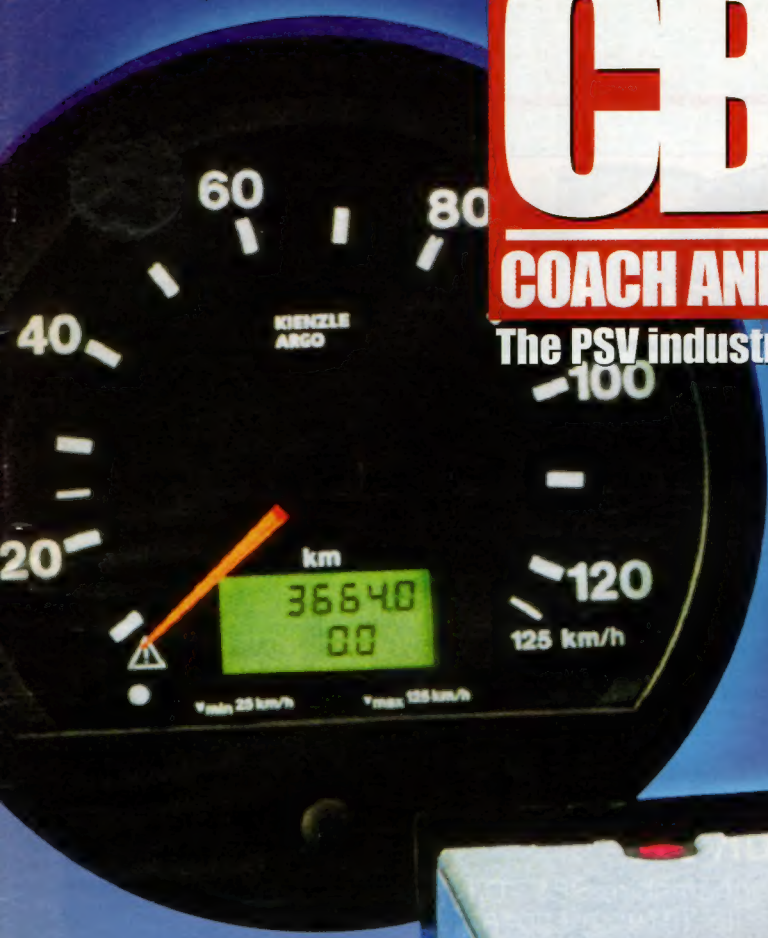


# CBW

## COACH AND BUS WEEK

The PSV industry's news weekly

500th  
Issue



# HOURS: THE FUTURE

## Marksman explains European Union proposals

ISSUE 500 NOVEMBER 15 2001





# SCANIA



**'93 SCANIA K113CRB  
VAN HOOL ALIZEE**  
GS772, 49R+C seats,  
radio/PA/cassette, centre sunken  
toilet, continental door.



**'95 SCANIA K113CRB  
VAN HOOL ALIZEE**  
GR801C/S, 49R+C seats,  
radio/PA/cassette, drinks  
machine, centre sunken toilet,  
continental door, lapbelts.



**'97 SCANIA K113TRB  
IRIZAR CENTURY 12.35**  
GR801C/S, 51R+C seats,  
radio/PA/cassette, video/monitor,  
drinks machine, refrigerator,  
centre sunken toilet, continental  
door, air con, lapbelts, drivers  
bunk.



**'99 SCANIA L94 IRIZAR  
CENTURY 12.35**  
ZF auto, 49R+C seats,  
radio/PA/cassette, monitor,  
refrigerator, rear sunken toilet,  
continental door, air con,  
lapbelts.



**'88 VOLVO B10M  
JONCKHEERE**  
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radio/PA/cassette, continental  
door, lapbelts.



**'98 VOLVO B7R  
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**1992 (K) Iveco 315 - Lorraine**  
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**1990 (H) Toyota Coaster - Caetano Optimo**  
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# All that's needed is time

It was a rare experience earlier this week when I witnessed passenger power in operation at the launch of the Stagecoach Citi network in Cambridge.

Never before have I heard heckling on such an occasion but I did not need to walk very far within the university city to realise that this was but the tip of an iceberg of discontent.

Perhaps it was because I was wearing a waterproof jacket emblazoned with *CBW* logo in corporate style and my camera bag was similar to what the public may expect a bus driver to carry as a cash bag, but I was nevertheless surprised to be confronted by impatient bus travellers. True, I've experienced these direct and often impolite approaches when working on the buses. However, it seems the population of Cambridge is far from backward in coming forward.

"I thought there was a bus every 20 minutes?" shouted a harassed mother of three in Drummer Street. In Emmanuel Street an elderly man used his stout walking stick to add emphasis to his question: "What's happened to the Arbury bus?" Apparently he was unaware that, from that very morning, the route had been rechristened the C1 and operated every 10 minutes from around 0615hrs to 1835hrs before changing to half-hourly for the rest of the evening.

We know passengers don't like change but this was change for the better and change to restore the public's faith in its local bus service provider.

Forty new lowfloor single deckers had started to take over the core Cambridge network and it was an opportunity for Inglis Lyon and his staff to bring good news to their customers.

Cambridge has, of course, been bad news for Stagecoach and the public is reluctant to forgive. However, the company's response is about as good as it gets. Simple colour-coded routes, frequent throughout the day, easy-to-remember times, value-for-money fares and a new fleet. All it needs is time to prove that the makeover results in a dependable and reliable service.

Staffing remains a key issue but 35 extra drivers have been recruited and there's hope that the shiny new MAN/ALX300s will help with retention. Contented passengers would also be a bonus because the moral of Cambridge is that, when standards of reliability start to slip, it needs a massive effort to put things back on course.

**Mike Morgan, Editor**



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## IN BRIEF

■ Busworld Kortrijk attracted 23,943 professional visitors from 98 countries. Two years ago it was visited by 20,914 - an increase of 14.5%. Of these, 10,461 (43.7%) came from outside the Benelux countries and 950 (4%) from outside Europe. There was a remarkable increase of the number of visitors from Germany, Switzerland, Italy, the former Warsaw Pact countries and from China.

■ Service 23 between Leigh Park, Havant and Portsmouth, with a ten-minute frequency, is the first route to be progressed under the Quality Bus Partnership signed by the county council and Stagecoach. The council's planned investment is approximately £210,000, with £70,000 already spent on improvements including raised kerbs at Havant bus station to improve access to buses and high-quality aluminium bus stop poles with easy-to-understand timetables from Stagecoach. A further £90,000 will be spent on new bus shelters, more raised kerbs and further improvements to Havant bus station. Stagecoach has introduced 17 lowfloor buses, at a cost of around £1.7 million.

■ A Quality Bus Partnership serving Blackwater Valley area has been agreed. It will cost £3m and includes two county councils and a unitary authority working with Stagecoach to provide a 'whole route' approach to bus priority. The partners are Hampshire and Surrey county councils, Bracknell Forest Borough Council, Rushmoor Borough Council, Surrey Heath Borough Council and Stagecoach.

■ The City of York Council's C3 service has become part of a Government pilot scheme aimed at reducing social exclusion in rural areas. Backed by Selby MP John Grogan, the C3 will serve communities to the north west of the A64 corridor between Tadcaster and Askham Bar - the council's Park-&-Ride site. It is designed to build upon the success of the existing Connexions services by providing frequent and improved links for people reliant on public transport. It also encourages motorists to make the change from car to public transport by offering a cheap, comfortable, convenient and reliable alternative.

# Renamed FirstGroup

FirstGroup has renamed itself First and announced its vision to 'Transform Travel' alongside new plans to lead the way in customer service.

The company sees its task as "building on new internal initiatives to offer consistently high standards across the UK providing services to customers, which are easy to understand and use."

First aims to achieve this by focussing on a unified national brand that, it claims, will bring greater benefits to customers and employees. The aim of the company is to "transform travel" and become the number-one public transport provider - known for providing transport services which are safe, reliable, high quality, accessible and personal.

Company is to focus on a unified brand, training and rewards

As part of the focus on First as one brand, the company will continue to roll out the process of branding the entire UK bus and rail fleet in corporate livery as vehicles go in for scheduled re-painting.

This is to be accompanied by the simultaneous development of training and rewards packages that focus on customer service and encouraging employees towards customer care.

First aims to improve recruitment, retention, motivation and reward. It says this is in line with its values of safety, customer focus, being professional and trustworthy, progressive and delivering continuous improvement.

Chief Executive Moir Lockhead said: "We have a

clear vision to transform travel and to become the number-one public transport provider but first we have to transform ourselves - the way we think and the way we work - and deliver consistent, excellent service all day every day.

"First has grown extremely fast and brought together a range of different companies and cultures. This programme completes the process whereby we come together under one unified brand with a common set of values. We can only deliver high-quality services if our staff believe in the brand and the values they stand for.

"The more motivated our staff, the better the ser-

vice. Common standards using best practice across our range of products will allow us to provide continuous impact on service delivery.

"We want to create a nationwide integrated brand so that people, wherever they are in the UK, will know that, when they get on one of our services, they will be boarding a safe, high-quality vehicle and getting good service. We want to put our passengers First."

Further planned initiatives are designed to improve integration of services, ticketing and information.

■ Interim results for the six months to September 30 show FirstGroup has managed to continue growth despite the set-

## Solent Blue Line and Marchwood: new deal

The partnership between Solent Blue Line and Marchwood Motorways has been extended for a further three years. Marchwood runs franchised services on behalf of Solent Blue Line - running vehicle's in Solent's blue and yellow livery.

Malcolm Venn, Managing Director of Solent Blue Line, said: "The franchise arrangement brings the benefits of a larger network of routes for passengers and a stronger investment in new buses. The travelling public has seen new buses enter service every year and the new agreement will allow further development of services."

Since the partnership started, over £2m has been invested in new vehicles for the network.



■ P&OSL has teamed up with CBW

## More winners

P&O Stena Line has announced the latest winners of its Changing Channels competition, which is now in its ninth week.

Colin Matthews of Surrey-based Consort Tours wins the 28 in Sony Wega TV in surround-sound, and runner-up Elaine Hanglin of Hardings Coaches of Redditch wins the 14 in portable colour TV.

P&O Stena Line advises that operators should not delay in booking their day excursions in the run-up to Christmas, with the chance of winning one of these prizes in the weekly draw, which will continue up to December 21. Contact the company's Group Reservations and Travel Services on 087 0600 0600 today.

## Nu-Venture Coaches sold

Nu-Venture Coaches of Aylesford, near Maidstone, has been sold in its entirety to Norman Kemp and Derek Quick. The business had been owned and run by the Green family for 31 years - running a mixture of services including local bus, contracts and private hires. The deal was concluded on October 31.

The current Nu-Venture fleet stands at 34 vehicles and there have been no changes other than the retirement of Brian Green. Mrs Carole Green is staying on as Accounts Manager and son Jamie Green continues as IT Manager. Day-to-day operations remain under the control of Barry Edwards and the business is trading as normal.

Mr Kemp has worked closely with Nu-Venture for some time and was instrumental in assisting the company to build up its services in Maidstone. He has an interest in Southlands Coaches and Metropolitan Omnibus.



# aims to transform travel

backs in the rail sector.

Highlighted in the report are strong growth in North America with US School Bus operations showing 12% growth, UK Bus volumes up 1.4% and UK Rail results in line with expectations despite Hatfield. Allowing for the sale of Bristol International Airport, turnover of £995m - up 3.0% - was achieved and created pre-tax profits of £55.5m - 1.0% higher than last year.

Net dividend per share of 3.3p has been declared, representing a 10% increase to shareholders. Adjusted basic earnings per share were 9.1p - up 3.0%. Cash generation also rose 3.0% to £131m.

Turnover in the UK Bus division increased by 0.8% overall to £395.7m, or 4.5% after adjusting for an extra



■ First Chief Executive Moir Lockhead with one of the new articulated buses

week's trading last year. Passenger volumes rose 1.4% on a comparable basis, after allowing for the extra week and other one-off effects last year. A large part of this increase results

from new contracts in London. Fuel costs were £3.7m higher than last year, with the move to the four-year fuel cap effective until March 2005, partially offset by the increased Fuel

Duty Rebate on Ultra Low Sulphur Diesel. This and other cost pressures, particularly on drivers' wages, led to reduced margins of 11%. An intensive programme to improve driver

retention is under way and the benefits are beginning to feed through. Operating profit was £43.5m.

The North American businesses performed strongly, particularly in First Student, with profits up £1.1m to £17.8m after allowing for exchange rate movements. Net new contracts for 1,600 school buses have led to 12% growth in First Student, while margins have been sustained at 7.7%.

The school bus business is seasonal, with much higher margins in the second half of the year because of the school holidays in the Summer. First-Group has invested in intensifying its sales and marketing teams to continue this excellent growth. Turnover was £231m.

## EU proposals for revision of hours rules

The European Commission has announced firm proposals for revision of the EU Driving Hours rules. Marksman summarises them on page 25.

Meanwhile, the new European Union White Paper on transport contains proposals to reorganise working time and insist on member states carrying out more regular checks.

The White Paper proposes the EU has full legis-

lation to improve working conditions as a contribution to road safety - where it requires road deaths and accidents to be halved by 2010.

To achieve this there is to be harmonisation on the average working week to 48 hours - with a maximum of 60 hours.

It also says drivers will need to have vocational training. It suggests compulsory initial training for

all new drivers and ongoing training, at intervals, for all professional drivers.

The Paper indicates that, in all enforcement checks carried out on freight or passenger transport, the most common infringement is drivers' hours.

It proposes harmonised controls and penalties and the provision to establish liability of employers for certain offences committed by drivers. Also called for

are for member states to step-up their checks on drivers' working time.

The introduction of digital tachographs by the end of 2003 (see also Letters, page 32) will assist enforcement checks as they hold speed and driving time data over a much longer period.

The data collected is also more secure and the units are said to have a higher reliability than conventional tachographs.

## Obituary

Peter Baker, 67, owner/driver of Peterborough Travel Consultants, died on October 23 after losing a long and bravely-fought battle against cancer. He is survived by his widow, Pauline, and family, who intend to carry on the business. Mr Baker was a friendly, familiar figure in the coaching world and widely respected for his 21 years of striving to build up his business.

## T&G welcomes leap over final hurdle for bus pensioners

Bill Morris, General Secretary of the Transport and General Workers' Union, has welcomed the approval by the courts of the National Bus pensioners' trustees' final proposals to distribute the BEST and NBPF pensions fund surpluses.

The decision marks the end of a battle by the bus pensioners that has run since the 1980s when the

then Conservative Government took back the pension fund surpluses from the National Bus Company when it was privatised.

During that time the pensioners have lobbied MPs and ministers, marched and campaigned continually for justice.

It was the Labour Government that gave the pensioners their money back in 1999.

Commenting on the court's approval, Mr Morris said: "This is justice at last for the bus pensioners after years of campaigning.

"At long last they can look forward to receiving their money but we shall not rest until those cheques have been paid."

The Labour Government paid back £355.77 million to the two National Bus pension schemes in

1999. A total of £300 million was paid to the BEST scheme and £55.77 million to the NBPF scheme.

Since then the pension fund trustees have been in discussion with the Inland Revenue to ensure that the payments complied with tax laws while maximising the money which is available to the pensioners.



## EVENTS

November 19: Transport in a Renewable Era, IMechE Headquarters, London - 020 7304 6841

November 20: CPT West Midlands Region meeting, Johnsons Quality Coach Travel, Liveridge Hill, Henley-in-Arden - 01564 797000

November 22: Major Transport Infrastructure Projects, London Marriott Hotel - 020 7787 1210

November 26: TransportAction workshop, Moat House, York - 01772 767781

November 26-28: Health Effects of Vehicle Emissions, Hilton Birmingham Metropole - 01628 810562

November 28: Transport Statistics Users Group afternoon seminar on road traffic statistics, DTLR, 76 Marsham Street, London - 020 7944 4746

December 12: 67th BEN Ball, Grosvenor House, London - 01344 620191

January 31 2002: CPT Annual dinner, London Hilton - 020 7240 3131

February 16 2002: CBW Coach Awards, ICC, Birmingham - 01733 468249

March 13-14 2002: British Travel Trade Fair, Birmingham NEC - 020 8910 7896

March 20 2002: CBW Spring Conference, The Belfry - 01733 468249

April 20-21 2002: UK Coach Rally, Brighton - 01753 631170

October 1-3 2002: ExpoCoach, NEC, Birmingham - 01926 888123

November 23-24 2002: Coach & Bus Show 2002, RDS Dublin - fax Paul Morton on 00 35 31 4944694

# Stagecoach 'Citi' may be a network model

BY MIKE MORGAN, EDITOR

Stagecoach has gone for the big-bang approach as it hopes to bury its lacklustre performance in Cambridge with a revamped city network launched on Monday.

Forty new Alexander ALX300-bodied MAN 18.220 lowfloors oust older vehicles and extra drivers have been recruited to boost frequencies.

Branded Citi to distinguish five key routes from out-of-town services, the changes are a potential model for other Stagecoach urban networks.

Simple colour coded routes that are frequent throughout the day, easy-to-remember times, value-for-money fares and the £4.5 million new fleet are a formula that the company hopes will reverse its fortunes in the city.

The Citi network follows infrastructure investment by County and City Council, which has provided improved bus stops and priority measures such as automatic bollards to keep cars out of the central area.

As an added incentive to passengers, Stagecoach is offering fare deals that include £2.50 dayriders that give unlimited travel within Cambridge on any

## Cambridge gets 'big bang' treatment



■ Citi launch aims to uplift the image of the bus

of the company's services. This is coupled to £5.99 explorer tickets for those who travel further afield and Goldriders offering unlimited travel from £14 for seven days.

Managing Director Stagecoach East, Inglis Lyon, said the new timetables increased the peak vehicle requirement by seven to 35 and an additional 35 drivers had been recruited to secure the higher frequencies.

Citi marketing includes: postcard and guide mailed to all households; press and radio campaign; on-bus branding; 20 megarears; interior advert panels; and Citi tickets.

Online information - seen as key to appealing to new users will be launched on December 1 and will feature automated e-mail.

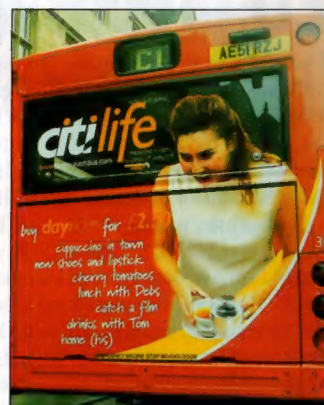
Timetable guides are supplemented by bus stop information that includes next departure list, Citi map, fares, and new flag design. Post launch there will be a three-year marketing plan to steer Citi through its product life cycle.

Stagecoach says Cambridge is an excellent place in which to invest in a new future for public transport.

Said Inglis Lyon: "The entire product has

been carefully designed with the customer in mind. Attention to detail to all aspects of service design and delivery has been paramount. Citi seeks to uplift the image of the bus and deliver confidence among its customers and potential customers."

Said Mark Turner, Commercial Director, Stagecoach East: "The strapline 'City life, Citi travel' is the centrepiece of a perception-changing campaign designed to reach new users. By communicating the ease with which people can live city life to the full without the private car, it reflects the linkage between transport design and urban life quality issues."



■ Branding includes mega-rear

# Eavesway orders first UK DAF Bus SB4000s

The first DAF Bus SB4000 coaches in the United Kingdom have been ordered by Eavesway Travel of Ashton in Makerfield.

Two of the new coaches will be joining the specialist fleet that incorporates supplying team coaches to football clubs. Both will

feature Euro 3, 12.6 litre XF250C engines delivering 340 bhp and plenty of torque. The new DAF engine has already acquired an enviable reputation for performance and economy in truck applications across Europe. Consistent with tradition, coachwork will

be from Van Hool.

Eavesway Managing Director Mike Eaves said that one of the coaches would be the new team vehicle for Everton Football Club. Although its final specification is still under consideration, it will feature 32 seats at tables, a

rear kitchen area with microwave cookers, ovens and fridges, a toilet and washroom as well as power points and air-con.

The second coach may be to a similar configuration, or alternatively will be a 48 seater for the company's own private hire and tour

commitments, that encompass delivering and collecting passengers for P&O Cruises.

If it is specified as a 48 seater its likely features will include air-conditioning, a rear toilet/washroom, hot drinks machine, fridge and water boiler.





### EUROMIDI NEW MAXIM

29 reclining seats, TV monitor and video,  
climate control.



### 1998 DENNIS JAVELIN NEOPLAN

53 reclining seats and double courier seat,  
Neoplan climate system including new paint.



### 1997 IVECO EURORIDER

46/49 reclining seats, courier seat,  
air conditioning, rear servery, rear toilet.



### IVECO EURORIDER 350 BHP EL MUNDO

51 reclining seats, tv and video, drinks  
machine, fridge, centre toilet, automatic and  
manual. For early delivery.



### IVECO EURORIDER 290/350 BHP STERGO E'

49/51 reclining seats, TV and video, drinks  
machine, fridge, centre toilet, automatic and  
manual. For early delivery.



### IVECO EURORIDER PLAXTON PARAGON

49 reclining seats, fridge, boiler, TV monitor  
and video.

- 1998 Iveco Eurorider Stergo e', 51 reclining seats, courier seat, continental door, rear toilet, servery, water boiler.
- 1998 Volvo B10M Van Hool, 48 reclining seats and courier seat, rear near side toilet, rear servery with double fridge, cruise control, air conditioning. Choice.
- 1998 Dennis Javelin GX300 Neoplan Transliner, 53 reclining seats and double courier seat, Neoplan climate system including new paint.
- 1998 EOS 90 Van Hool, 49 reclining seats, courier seat, continental door, rear toilet, air conditioning.
- 1998 Dennis Javelin Neoplan N316, 49 reclining seats, courier seat, continental door, centre toilet, water boiler, servery.
- 1997 Volvo B10M Plaxton Premier ZF Automatic Gearbox, 48 reclining seats, courier seat, rear toilet, continental door, servery, water boiler, air conditioning. Choice.
- 1997 Volvo B10M Plaxton Premiere, 49 reclining seats, courier seat, centre sunken toilet, continental door, water boiler.
- 1997 (Aug) Iveco Eurorider 350 Manual Beulas Stergo e', 49 reclining seats, courier seat, air conditioning, centre sunken toilet, continental door, water boiler.
- 1997 Scania K113 TR Tri-axle Irlzar Century, 49 reclining seats, courier seat, centre sunken toilet, air conditioning.
- 1997 Iveco Eurorider Beulas Stergo e', 46/49 reclining seats, courier seat, air conditioning, rear servery, rear toilet.
- 1996 Volvo B10M Van Hool Alizee, 48 reclining seats, courier seat, rear toilet and water boiler, rear servery, air conditioning.
- 1996 Dennis Javelin 240 Marco Polo, 51/53 reclining seats, courier seat, toilet, water boiler.
- 1996 Dennis Javelin Marco Polo Explorer, 49 reclining seats, courier seat, continental door, rear toilet, water boiler, double glazing.
- 1996 Volvo B10M Jonckheere Deauville, 51/53 reclining seats, courier seat, centre sunken toilet, water boiler, continental door, air conditioning and double glazing. Choice.
- 1996 Volvo B10M Caetano Algarve II, 53 reclining seats, courier seat. Choice.
- 1996 Volvo B10M Jonckheere, 49/53 reclining seats, courier seat, continental door, centre toilet, water boiler, servery. Choice.
- 1995 Volvo B10M Mk4 Plaxton Premier 3500, 50 reclining seats, continental door.
- 1995 Dennis Javeline Berkhof Excellence 1000, 57 reclining seats.
- 1994 Volvo B10M Mk4 Caetano Algarve, 49 reclining seats and courier seat, centre sunken toilet, continental door, double glazing.
- 1994 Volvo B10M Van Hool, 48/50 reclining seats, courier seat, continental door, rear toilet, water boiler, servery.

- 1994 Volvo B10M Mk4 Jonckheere Deauville, 51 reclining seats.
- 1993 Volvo B10M Plaxton Premiere, 49 reclining seats, courier seat, water boiler, toilet, continental door, double glazing.
- 1991 (Nov) Scania K113 Plaxton Paramount 3500, 51 reclining seats, courier seat, continental door, air conditioning, drivers bunk, toilet, double glazing.
- 1991 DAF 2305 SB Duple 320, 57 reclining seats, courier seat.
- 1990 DAF MB230 Van Hool Alizee, 49 reclining seats, courier seat, continental door, toilet, water boiler, double glazing.
- 1989 Scania K92 Duple 320 SL, 55 seater.
- 1989 DAF SB2300 Duple 340, 57 reclining seats, continental door.
- 1989 DAF DHS 2305 Jonckheere P559, 51 reclining seats, courier seat, toilet, water boiler, continental door, drivers bunk, double glazing.
- 1988 Leyland Tiger 260 Plaxton Paramount 3200, 53 reclining seats.
- 1988 DAF SB3000 LAG Panoramic, 49 reclining seats and courier seat, continental door, toilet.
- 1988 DAF SB2300 Duple 320, 49 reclining seats, courier seat, toilet.
- 1988 Leyland Plaxton Paramount, 53 reclining seats, courier seat, continental door.
- 1988 Volvo B10M Duple 340, 51 reclining seats.
- 1988 Volvo B10M Ikarus, 49/53 reclining seats, courier seat, continental door, toilet.
- 1987 Van Hool T815 Alizee HE, 49 reclining seats, courier seat, continental door, toilet, water boiler.
- 1986 Volvo C10M, 49 reclining seats, courier seat, continental door, rear toilet, fridge, water boiler.
- 1986 DAF MB200 DKVL Jonckheere Jubilee P50, 51 reclining seats, courier seat.
- 1985 DAF MB200 Duple Carribean, 46 reclining seats and courier seat, rear toilet and continental door.
- 1983 DAF MB200 Caetano, 53 seats.
- 1983 Volvo B10M Jonckheere P90, 56 reclining seats, courier seat, toilet, continental door.
- 1983 Leyland Tiger Plaxton Paramount 3200, 55 seats.

#### MINI/MIDI COACHES

- 1997 Mercedes 814D Vario Autobus Nouvelle, 29 seater, courier seat.
- 1997 Iveco Indcar ECO-3, 35 reclining seats. Choice of 2.
- 1995 Iveco CC95 Indcar ECO-3, 33 seater, air conditioning, continental door.

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## Aventa to launch new services

Aventa Passenger Logistics of Crawley is to launch a network of local bus services in the Horsham area from December 15.

Peter Evans, Managing Director of Aventa, said: "We have been operating most of the school bus services in the Horsham area on behalf of West Sussex County Council and it is now time to expand our operations to provide the people of Horsham with quality local bus services."

"As a truly local operator, we are committed to developing a network of frequent, reliable, value-for-money bus services using modern vehicles to meet the travel needs of Horsham. We hope our services will bring benefits to Horsham's residents and visitors and we want to encourage greater use of buses by providing reliable travel solutions across the town."

Aventa will operate between the town centre and the rail station, Roffey, North Heath, Southwater, The Common and Oakhill. Some routes will see a 15-minute frequency. The company is also planning to announce an innovative fares structure with a range of discounts, season tickets and youth travel cards.

# Royal visit to Optare

HRH Prince Michael of Kent tours Leeds bus maker's design and production plant

BY MARTIN COLE, NEWS EDITOR  
HRH the Duke of Kent visited Optare's Leeds headquarters in Crossgates last week.

Guided by Managing Director Russell Richardson, the Duke toured Optare's bus design and production facilities, viewing the latest models and talking to staff.

He also took special interest in a group of over 20 apprentices.

Russell Richardson said: "We were honoured to receive His Royal Highness. His visit is a further demonstration of our growing profile, not just as Britain's third-largest bus maker, but as a manufac-



■ HRH Prince Michael of Kent is given a memento by Optare MD Russell Richardson

turer of advanced lowfloor buses. The Duke was interested to hear about

our increased export orders through our North American connections, which

provide ample opportunity for further development in the future."

## New funding for Wallace Arnold



■ Ken Meddes, Chief Exec of Wallace Arnold

Four years after Wallace Arnold's successful management buyout, backed by equity partner 3I, the company has now secured significant new funding to meet its development requirements.

After making a number of strategic acquisitions in the hotel and coach holiday operating divisions, the company's passenger carryings have doubled and its own hotel capacity increased by almost 50% thanks to purchases in Scotland, England and Wales.

As a result, Barclays Corporate Finance in Leeds has provided the

group's new debt-funding facility. This will allow the repayment of almost 50% of the funding equity from 3I and provide a committed facility for future acquisitions and expansion within the group.

Ken Meddes, Chief Executive of Wallace Arnold, said: "The management team is delighted by the ongoing support and commitment shown by our financial backers. We were always aware that the first three to five years of our buyout would be both formative and decisive to the future of the group and the management team."

## Gun attacks

Eight Stagecoach Viscount buses have been attacked in Peterborough by what is thought to be a sniper with an air rifle. The attacks took place in Saxon Road, Eastfield.

Stagecoach has also been forced to divert buses away from Welland Road, Dogsthorpe, after teenage gangs launched a series of attacks.

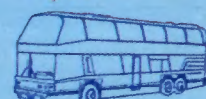
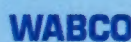
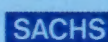
The company has now threatened to stop services 4, 5 and 51 going down Saxon Road if any more incidents take place - to protect passengers and drivers.

Local police are investigating the incidents.

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## Volvo soccer aid

A group of Volvo companies combined to provide much-needed support for young people with special needs in the Warwick area.

The companies - Volvo Truck, Volvo Bus, Volvo Finance and BRS Truck Rental - are all based in Warwick and many of their employees competed in a five-a-side knockout football tournament at the Sky Blue Connexion in Ryton-on-Dunsmore, near Coventry.

Organised by the company's Sports & Social Club, 14 teams battled it out in a day-long contest. Volvo Asset Management's team won and the Warwick Saturday Club was presented with £1,250 from the event and a raffle.

# Controversial £1 fare is withdrawn by First

Edinburgh operation introduces increases of up to 140% after 35% passenger rise

BY MARTIN COLE, NEWS EDITOR

FirstEdinburgh is to withdraw its high-profile and controversial £1 daily saver fare, which Lothian Buses cited as 'unfair competition' and forms part of an Office of Fair Trading (OFT) inquiry into predatory pricing.

FirstEdinburgh's £1 fare policy has run since August and was claimed to be a huge success - saving passengers considerable sums on daily transport.

The new fare structure proposes a considerable increase but remains

lower than prices charged by Lothian Buses. Starting from November 12, increases of up to 140% have been imposed.

Peak-time child day tickets rise from 50p to £1.20 and adult day tickets from £1 to £1.50.

FirstEdinburgh's General Manager, Gordon Dewar, claimed company policy always had been to review fares but added the initial £1 ticket had attracted a growth of 35% in passenger numbers and that many of these had been attracted to public

transport for the first time.

The new fares, he argued, allowed FirstEdinburgh to continue offering savings of up to 50% against other operators' prices.

Neil Renilson, Chief Executive of Lothian Buses, said: "We always said that FirstGroup's Edinburgh prices were completely unsustainable and were being cross-subsidised from fares paid by First's passengers in other areas. Having announced increases of up to 140%, it appears this was the case."



■ Civic send-off for one of Epsom Coaches' six Pointers

## Lowfloors for park-and-ride

Eight new lowfloor buses have been introduced by Epsom Coaches Quality Line to operate the Kingston upon Thames park-and-ride service between Chessington World of Adventure and the town centre.

The scheme has been organised to run over an extended period after its success last year. It continues to provide extra buses on Saturdays, will also operate on Sundays and

will maintain the services over the New Year period until January 26, 2002.

The Worshipful the Mayor of the Royal Borough of Kingston upon Thames, Councillor Jeremy Thorn, launched this year's operation accompanied by representatives of London Buses, Kingston Town Centre Management and Chessington World of Adventure who provide support for the scheme.

# All pulling together

First Manchester has joined the concerted effort to raise money for this year's Children In Need appeal, with a sponsored bus pull.

Staff at the company's Bolton depot, ranging from drivers to directors - many wearing fancy dress - joined forces to pull a bus from the centre of Bolton

back to the depot on Crook Street.

The vehicle used was one from the Bolton-based Training and Development Centre, and once the 'tour' of Bolton was completed, the vehicle was driven on a circuit of all the other Greater Manchester depots - Oldham, Bury, Rochdale, Manchester and Wigan,

where collections were taken.

The event had been widely publicised within the company prior to it taking place, and at the time of going to press the total collected exceeded £1,500. Counting is still under way, with the company aiming for £2,001 - to coincide with the year.



■ Heave ho: First Manchester staff taking part in the bus pull for Children in Need



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## Mayor wants buses to do their bit for a cleaner London

Bus operators in London, who are not part of TfL's London Bus Network, could be asked to prove their green credentials by Ken Livingstone, Mayor of London.

Consultation has begun on the mayor's criteria for granting London Service Permits.

This allows London Buses, on behalf of Transport for London, to decide conditions for running services such as tourist, hotel transfer, commuter limited stop, private school and special events buses.

Operators could be asked to satisfy London Buses that their vehicles comply with exhaust emission requirements and that they have strategies in place to reduce them further.

Mr Livingstone said: "Sightseeing tours are a vital part of a vibrant tourist industry for London. No one wants to see empty tour buses driven around our city because the operator risks losing their permit if they do not stick to the timetable. This adds to pollution and clogs already congested streets.

"Services like these could be granted on minimum and maximum frequencies, rather than a strict timetable."

Other criteria being proposed are aimed at ensuring that operators are fit to run a bus service, and that they meet health and safety standards, have access and mobility awareness and provide appropriate passenger information.

# Volvo took £5m worth of orders at the NEC

Twenty nine vehicles include three Sunundegui Siderals for Whitelaws of Stonehouse

**BY MARTIN COLE, NEWS EDITOR**  
Orders worth over £5m were taken for 29 vehicles by Volvo at last month's Coach & Bus show.

South Lanarkshire operator Whitelaws of Stonehouse was taken by the new Sunundegui Sideral body and has ordered three on Volvo B12M chassis.

Stirling-based Lochs & Glens Holidays has ordered five B12Ms with Jonckheere Mistral 51-seat bodywork. The vehicles will have air conditioning and toilets and will be used on the Scottish tour work.

Oxford Bus Company - part of the Go-Ahead Group - is to take six B12B coaches with automatic transmission and Jonckheere Mistral bodywork. The coaches, due for delivery next Spring, are to provide a further upgrade in the service on the route to Gatwick airport.

Another Go-Ahead Group company - Brighton and Hove - has also ordered a new TX model - a B12M with Plaxton Paragon body



■ Sunundegui Sideral as seen at Coach & Bus 2001

for its operations.

Ferris Holidays of Cardiff has also placed an order for B12Ms, calling for four with Berkhof Axial 50 bodywork for delivery on April 1.

Two are Royal Class, to a very high spec, with 40 reclining seats, which recline to 45° and have extending footrests. The other two are 51 seaters to full executive specification; all four will have air conditioning, toilets and satellite navigation.

Also for April delivery and Berkhof-bodied are

four B12Ms for Cantabrica Coaches of Watford, a natural succession to the Berkhof-bodied B10Ms which currently make up the full-sized fleet.

These are to Cantabrica's own specification, using the high-floor (3.7m) Axial 70 body, on a 340 bhp chassis with Volvo Easy Gear Shift manual gearbox and compact retarder and alloy wheels. They bring the all Volvo/Berkhof full-size coach fleet for 2002 up to 20 vehicles.

Callinan Coaches of Galway is to take two B12Ms

and a B12B, all with Jonckheere Mistral 49-seat bodywork for Bus Eireann tour and express work. Each will have toilets and one will be equipped with GPS.

As previously announced, National Expressliners ordered for the London-Bath service by First Badgerline are the first rigid coaches to enter service in Britain to exceed the current 12m maximum.

To meet the requirements of the Disability Discrimination Act, which will apply to inter-city coaches from 2005, without losing the seating capacity which National Express needs for its services, the new coaches will be 12.8m long and fitted with a second door and wheelchair lift within the wheelbase.

Based on the modular version of the B12M chassis, Plaxton will fit an elongated spaceframe to create the additional length. The first four are due to enter service next March with four more to follow after six months.

## New centre opened by Mercedes-Benz Buses

Mercedes-Benz Buses, part of EvoBus GmbH, has opened a new distribution centre at its bus plant in Mannheim. The project represents an investment of DM 9 million. EvoBus

says it will allow delivery of new vehicles from under one roof - speeding the process.

The new building covers an area of 2,760 square metres and contains 12

bus platforms for the delivery of the vehicles. The building also includes a separate area for special events and presentations.

In addition, it houses bus delivery and marketing personnel to encourage improved quality of order processing and customer service.

Close by is a completely new design studio catering for livery design and application and internal finishing. Customers can discuss their requirements with designers and create a visual representation of the finished vehicle, including the seating arrangement.



■ The new EvoBus distribution centre at Mannheim will speed delivery





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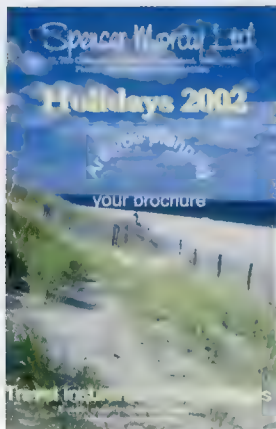
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98 Man 11.220 Berkhof Axial 30, 35R .....	£95,000
94 Dennis Javelin Plaxton Premiere 320, 57 .....	£60,000
87 DAF MB230 Auto Plaxton Paramount 3200, choice of 2, 55.....	£25,000
93 Volvo B10M Van Hool Alizee 'H' Exec, 49/53.....	£80,000
90 Scania K113 Plaxton Paramount 35 Exec, 49/53.....	£38,000
87 Scania K112 Van Hool Alizee H, 55 .....	£25,000
96 Volvo B10M Jonckheere Deauville Exec, 49/53.....	£85,000
98 Dennis GX301 Berkhof, full spec, Webasto, R/S/T, 51 .....	£97,000
95 Volvo B10M Van Hool Alizee, full spec, Webasto, R/S/T, 49/51.....	£90,000
83 DAF SB2300 Plaxton Paramount MkI (MkIII front/rear) 12 month MoT .....	£9,000

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## Albatross: strong growth in sales

The Albatross Travel Group has reported strong growth in wholesale sales for the six months to September 30 2001.

Sales revenue from UK coach operators on tours departing between April 1 - September 30 this year rose nearly 15% and UK wholesale sales for the period exceeded £8m for the first time. Group MD Sean Taggart said: "We are obviously extremely pleased to have enjoyed such strong growth over the Summer months, due primarily to the extremely hard work put in by the entire UK wholesale sales team in Kent and Derbyshire.

"I believe this growth figure is all the more impressive given the competitive nature of the wholesale marketplace in the UK and the fact that the same period in 2000 also saw strong growth on the back of the Oberammergau Passion Plays. To achieve growth of just under 15% in any year is very pleasing, to do it on the back of our performance in 2000 just puts the icing on the cake."

Mr Taggart said forward bookings for Summer 2002 were also looking "very strong" with virtually no impact from the events in the USA on and after September 11: "There has never been a better time for the coach tourism industry to promote the merits of holidays by coach. While we were all extremely shocked and saddened by the events of September 11, there really is a unique opportunity here to give coach tourism a significant boost and Albatross will certainly do everything it can to assist its clients."

## Newhaven-Dieppe ferry will run through Winter

Transmanche will provide passenger link after Seacat service ends

By Mark Barton, Tourism Editor

For the first time since 1998, a coach-carrying ferry service between Newhaven and Dieppe will operate year-round throughout the Winter period.

The conventional ferry Sardinia Vera will continue to provide a passenger link on the route, following Hoverspeed's high-speed Seacat service ceasing for Winter refit. Hoverspeed will resume its seasonal service from April 2002.

Hoverspeed restored the Newhaven-Dieppe route in April 1999, after P&O Stena Line closed its own loss-making service in January 1999.

Operated by a French consortium Transmanche, the Sardinia Vera is running up to two return weekday sailings daily at 0900 hrs and 2100 hrs from Newhaven and 0400 hrs and 1600 hrs from Dieppe. The weekend sailing schedule provides good opportunities for day trips or overnight stays with a Saturday 0900 hrs departure from Newhaven, returning 2000 hrs from Dieppe.

Sunday services are 0800 hrs and 2000 hrs from Newhaven and 1600 hrs from Dieppe. Crossing time is four hours.



■ Sardinia Vera: weekday sailings

Transmanche paid Sea Containers around £15 million for the port of Newhaven in April this year. As part of the deal, Sea Containers' subsidiary Hoverspeed agreed to continue to run its Summer only SeaCat Newhaven-Dieppe service and act as ticket agents for the conventional Transmanche service, which runs in tandem with Hoverspeed in Summer.

Hoverspeed has guaranteed to provide a minimum of 100,000 passengers annually for the Sardinia Vera.

Bookings on 08705 240241.

## Fraser Eagle partnership to boost coach tourism



■ Lorraine Holden, tourism officer at Oswaldtwistle Mills, takes a look through the new Blackpool Inclusive brochure with Fraser Eagle's reservations manager Liz Maher at the recent Coach & Bus 2001 show

Coach travel specialist Fraser Eagle of Accrington has joined forces with the award-winning group attraction Oswaldtwistle Mills to boost coach tourism in the North West of England.

The partnership is designed to promote Fraser Eagle's Travel Inclusive project and the popular shopping village.

"Our Travel Inclusive is an initiative unique to the UK travel industry, offering all-inclusive short-break package holidays to Lancashire's Pendle Witch country or to any of the famous seaside resorts, including Blackpool," said Rachel Whitehead of Fraser Eagle.

"We cater for every budget and tailor the packages to suit individual and group requirements.

"We can take care of all accommodation needs (highest quality branded and independent hotels

ranging from basic two star through to five star deluxe) the many and various travel options (from anywhere in the United Kingdom) and a whole host of attractions to enhance any stay - the only thing we can't fix is the weather.

"Joining forces with Oswaldtwistle Mills enables us to spread the message to a much wider audience from right here on our doorstep.

"Over 475,000 people visit the shopping village each year and these people are clearly prospective customers for Travel Inclusive, be they interested in short breaks or overnight stays.

"That is particularly true in the area of group bookings, for we are targeting group organisers, those people who organise short-break trips on behalf of Social Clubs,

WMC's, Senior Citizens Rotary Clubs, Inner Wheel, Women's Institutes, Youth and School Groups and such like."

Fraser Eagle is to distribute 25,000 brochures nationwide, while the two companies - both based in Accrington, Lancs - will feature in each other's promotional literature. Voted third in the prestigious *Great Days Out* guide and winner of the North West Tourist Board's best service provider award, Oswaldtwistle Mills hosts around 1,500 coaches a year.

"We view this as a fantastic opportunity for both companies, as within the customers who visit Oswaldtwistle Mills, over 60,000 of them will travel to the complex via coach. It makes good, sound business sense," said Boyd Hargreaves, group marketing manager at Oswaldtwistle Mills.



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## Coach travel up after attack on US - Demauris

Demauris Associates, which claims to operate one of the largest coach brokerage companies in the world, has seen demand for coach travel increase following the terrorist strikes on the USA in September.

Managing Director Robin Littlewood said: "Demand for vehicles in 2002 has already increased due to a number of customers who would have previously elected to travel by air choosing a land-based alternative."

Demauris's business is set to get a further boost next year with the operation - for the 13th year - of a major sporting contract. The contract with the Dutch Euro-Sporting Foundation will need more than 500 coaches in 2002 - an increase of 40% on last year. It will also mean recruiting more staff at peak periods.

The huge Euro-Sporting contract involves moving more than 10,000 people from England, Ireland, Scotland and Wales to international football tournaments throughout mainland Europe.

Mr Littlewood said: "Some teams have already expressed their preference for coach travel and we envisage even more choosing this option as the time approaches, rather than flying, as they have done in the past."

Demauris Associates co-ordinates the coaching operation from its headquarters in Carcroft, Doncaster, where additional staff will be recruited, particularly over the Easter and Spring bank holidays.

"It will be quite a challenge to source the amount of vehicles that we need," said Mr Littlewood. "But we have an extensive list of operators with whom we have worked very happily in the past and who meet our high expectations. Hopefully, together, this is a challenge which will be beneficial to us all."

# Happy Wanderer success

Early booking incentive helps 2002 brochure get off to a flying start

**By Mark Barton, Tourism Editor**

An early booking incentive has helped Happy Wanderer Tours' 2002 brochure to get off to a flying start.

One of the first 2002 programmes to be published by a coach operator, the brochure was launched on October 1 with an offer of free insurance for all bookings taken by the end of the month. According to director, Amanda Chappell, bookings "took off very well. It's always nice to get the sales off to a good start. It gives you an early idea of what is selling well and might need another departure, and what might need an extra push."

The 2002 Happy Wanderer brochure is the first to be produced by recently appointed tour manager, Paul Scott. Mrs Chappell is happy to admit that his appointment was vital to the health of the family-run business and herself.

"Each year I tried to arrange over 50 holidays for the brochure along with dealing with the continuous day-to-day duties of running the administration side of the business, each year trying to answer to the public demand by getting the brochure out early - by the end of

October. The constant 'Where is your brochure?' used to wear me down," she said.

"As luck happened, our main European tour driver, Paul Scott, wanted to come off the road and get more involved in the arranging and administration side of the holidays. With his wealth of experience, enthusiasm and ideas he made an ideal candidate for the position. To me it was like a breath of fresh air, the load on my shoulders was lifted considerably.

"My message to other coach operators is that, if you can't do it all, don't be afraid to get help. It certainly has paid off for me personally and my company."

Part of fresh approach adopted by Mr Scott was to give a theme to many of the tours in the new 32-page full-colour brochure. Many new or updated packages were also included.

New themed packages include the once-in-a-decade horticultural spectacular Floriade (three days from £165, four days £186), a Murder Mystery Weekend (from £189) and an adults only, five-day break at the Warner Littlecote House Hotel in Berkshire from £240.

Another innovation is the Kids TV Favourites and Cadbury World break, which offers two days from £79 with children up to 14 charged at £51.

"We've never done a tour for kids before," Amanda Chappell told *CBW*. "We've set out to attract the younger generation to coaching. After all, they'll be our customers of the future."

New longer holidays include the seven-day Orkney Islands package, which includes a visit to the Queen Mother's Secret Garden (from £358), and the nine-day Titanic Ireland, following the famous ship's short history in both Ireland and Northern Ireland. Prices start from £445, including a guided tour of Belfast, where the Titanic was built.

### Tour Partnership Details

Contact details for the Tour Partnership (*CBW*, October 25) were incorrect. The correct contact details are:

The Tour Partnership  
Tel: 01993 851515  
Fax: 01993 851514  
e-mail: [sales@tourpartnership.com](mailto:sales@tourpartnership.com)  
Website: [www.tourpartnership.com](http://www.tourpartnership.com)



■ Result! Steve Ashley, one of the Shearings drivers who recently transported 2,800 guests to Butlins, Minehead, with Butlin's redcoats Laura Wilson and Nikki Winter

## Record-breaker for Shearings

Shearings took 2,800 holidaymakers on board 65 coaches to the Butlins Family Entertainment Resort in Minehead on the last Monday in October. This exceeded last year's total by 400 people and is believed to be the largest number of people to travel on holiday to the same UK destination by coach in one day. Guests travelled with Shearings Holidays from hundreds of joining points.

**The widest choice of quality tours**





## Scottish show goes for groups

One of Scotland's most popular events due to take place in 2002 is beginning to try to attract interest from coach groups.

Gardening Scotland 2002 takes place May 31 to June 2 at the Royal Highland Centre, Inverlorn, Edinburgh and it's hoped the event will attract in excess of the 40,000 visitors it drew in this year, when it was rated one of Scotland's top ten outdoor events.

Key features of the show include the gardens, patio gardens, imaginative exhibits in the Floral Hall, expert advice from TV broadcasters and plant producers, award-winning displays and a host of unusual flora for sale and garden accessories and equipment for sale.

Tickets will cost £13 on the Friday, £11 concessions and £12 on the Saturday and Sunday, with £9 concessions. One free ticket is given for every ten purchased, coach parking is free with groups allowed to jump the queues. Coach drivers are provided with a free entrance ticket and lunch voucher.

Further information is available on 0131 333 0964

## Northumbria woos back coach tour operators

New destination guide and itinerary package follows foot and mouth crisis

BY ANNA TURNER, NEWS REPORTER

Coach tour operators are being encouraged back to Northumbria in the wake of foot and mouth, with the launch of a new destination guide and itinerary package.

Northumbria Tourist Board has produced a *Top Tours* pack providing details of ten tours aiming to give operators a one-stop-shop for planning tours to the region. Venues and timescales provided in the pack have been researched to make it as easy as possible to plan the tour.

As an extra incentive, organisers will have the services of a Blue Badge Guide for free. This offer is limited to one guide for one day only per operator.

The tours are chosen to show the diversity of life in Northumberland, taking in everything from city breaks to rural retreats.

Also launched with *Top Tours* is the complementary *Travel Trade Directory 2002*.

This guide provides maps of a number of different routes through the region, as well as a comprehensive list of accommo-

dation and tourist attractions with details of group discounts and facilities.

Despite setbacks encountered in the last 12 months the Northumbria Tourist Board is now confident that the region's popularity as a prime tourist destination will continue to grow.

It is hoped the opening of the Winter Gardens in Sunderland and Durham's Millennium City development will help put the region in the spotlight and help attract tourists back to the area.

Richard Spencer, Head of Marketing at Northumbria Tourist Board, said: "These tours offer an exciting and varied introduction to the region, and represent great value days out, but they



just scratch the surface of what visitors to Northumbria can experience. We're seeing more and more people every year returning to the region to discover more.

"The 'Top Tours' pack will give operators no excuse to ignore what we have to offer tourists up here. We look forward to welcoming visitors back to the region, and kick starting a great new year for tourism in Northumbria."



## Investors in People award for Warwickshire Tourism



■ Some of the staff and directors of South Warwickshire Tourism are presented with the IIP award

South Warwickshire Tourism has received the prestigious Investors In People award.

The national quality standard, which recognises South Warwickshire Tourism's commitment to staff training, development and communication, was presented at the company's Annual General Meeting in October.

Director Alex Holmes said: "In the tourism industry people are our most vital asset and everyone at South Warwickshire Tourism has put in months of hard work to meet the rigorous standards set by Investors In People.

"We see this award as endorsement of the huge importance we place on the ongoing training and support of our staff, which is vital if we are to continue to attract and retain the best possible service to our visitors."





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10:00	11:15	12:30	14:15
15:15	16:45	18:15	19:15
20:45	22:15	23:15	

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page 3

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CBW Coach Industry Awards 2001  
COACH SEA ROUTE OF THE YEAR  
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# Britain Ireland

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## City gearing up to groups

Milton Keynes has central free coach parking and free refreshments for drivers. Graham Simpkins reports

Milton Keynes is a more than roundabouts and concrete cows.

The city is now gearing itself for coach groups as well as for the motorist. Its position between the M1 and A5 makes coach access easy.

And 20 million people live within a two-hour coach ride of Milton Keynes.

What's more, there is central, free coach parking and coach drivers are treated as VIPs and receive complimentary refreshments.

The city has a dedicated website - [www.mkweb.co.uk](http://www.mkweb.co.uk) - providing in-depth detail on every venue and how to get there.

Milton Keynes has built on its strength as the largest and most successful retail venue in the region and has a website specifically related to this, too - [www.mkshop.co.uk](http://www.mkshop.co.uk)

Midsummer Place was born and positioned alongside 'the centre' making one enormous retailing site larger than Bluewater or Meadowhall and containing the largest covered centre in Europe - see website [www.Midsummerplace.co.uk](http://www.Midsummerplace.co.uk)

Four major department stores and over 260 other retailers and restaurants create this shoppers' paradise.

Milton Keynes is ideal for shoppers wanting to visit the Christmas and/or January sales and is a venue



■ Debenhams one of jewels in the crown of Milton Keynes' shopping

that will take very little selling, since it has been heavily promoted on TV throughout Summer.

The city is one of the fastest growing and most economically vibrant ones in Europe. The result of this growth is massive investment, much of which is leisure based.

Milton Keynes is now recognised as a tourist destination and it is not the concrete cows that are pulling the visitors in. The city now offers Xscape-the venue of tomorrow.

Pierre-Yves Gerbeau, the Frenchman brought in to rescue the Millennium Dome, is now supremo at Xscape, Milton Keynes's own dome.

What Xscape offers the coach operator is the largest indoor real snow ski slope in Europe. If your customers want snow this Christmas bring them to Milton

Keynes. It can guarantee 1,500 tonnes of the stuff.

For the kids, and energetic adults, there is snow boarding, tobogganing and ski action. But that is not all Xscape has to offer. It has 13-metre and 17-metre high, a 24-lane glo-bowling alley, a 16-screen multiplex cinema along with numerous niche retail stores and restaurants all under this one massive dome.

The theatre district forms a courtyard between Xscape, the centre, and Midsummer Place. It offers numerous pubs, restaurants, and cafes and is designed to have a Mediterranean atmosphere.

The theatre itself is claimed to be the most technologically-advanced in the UK and can accommodate an audience of 1,400 in its auditorium.

The Christmas Pantomime, *Cinderella*,

this year stars Bobby Davro and Melinda Messenger. Alongside the theatre is yet another free venue - 'The Gallery'. This provides Milton Keynes with an exciting, purpose-built venue for contemporary visual art.

Britain's biggest Christmas Show opens on Tuesday November 6 in Middleton Hall, within the centre. The show will be an experience for young and old alike. A 30ft Christmas tree and giant toys will set the scene for a magical snow-spangled spectacle starring performing bears.

Santa's grotto is a huge sawmill with an amazing water wheel and wishing pool. Elves will be busy sawing wood, making toys for the children and parceling them up before stacking them on Santa's sleigh, while the reindeer patiently wait. For a more futuristic Christmas the Christmas show at Xscape has Santa crash-landing on the moon.

A Christmas Gift Fair will comprise craft cabins selling the traditional, unusual and surprising.



■ Xscape: snow all the year round



■ Midsummer Place mall has own website

## Albatross - still the operators favourite!





## Bid for new national O-licence is refused

### Licensing

A bid for a new national licence authorising the operation of two vehicles by Christopher Kilpatrick, trading as 4 Seasons Coach Hire, of Methil, has been refused by Scottish Deputy Traffic Commissioner Richard McFarlane.

Mr Kilpatrick, of 301 Wellesey Road, Methil, Leven, Fife, had been called before an Edinburgh public inquiry.

The Deputy Commissioner concluded that Mr Kilpatrick failed to meet the requirements in relation to professional competence and to be of good repute. His nominated transport manager, Iain Donaldson, failed to appear at the public inquiry despite a request that he do so.

## Five-day suspension

### Maintenance

Maintenance problems have resulted in Lutterworth Coaches' O-licence being suspended for 14 days by Eastern Traffic Commissioner Geoffrey Simms.

The company, of Leicester Road, Lutterworth, Leicestershire, which held a five-vehicle licence, had been called before a Cambridge public inquiry following the issue of a number of prohibition notices.

## Severe warning

### Maintenance and drivers' hours

Though taking no action against the licence held by Mary and Charles McClure, trading as M&C Coaches, of Johnstone, Scottish Deputy Traffic Commissioner Richard McFarlane has issued the partners with a severe warning in respect of the future operation of vehicles under their licence. The partners, of 7 Wallace Avenue, Elderslie, Johnstone, Renfrewshire, had been called before a Glasgow disciplinary inquiry because of concern over their prohibition history and a conviction for a drivers' hours offence.

## New services ban

### Operations

Failures to operate local services as registered have led to George Douglas being banned from registering any new local services for six months.

In addition, Western Traffic Commissioner Philip Brown has ordered Mr Douglas to repay 20% of the Fuel Duty Rebate grant he has received over the past three months.

Mr Douglas, who trades as Wessex Bus/Weymouth Bus Co, of 43 Norfolk Road, Weymouth, Dorset, appeared before a Bristol disciplinary inquiry.

# Curtailment upheld by

### Appeal

The decision of Eastern Traffic Commissioner Geoffrey Simms to curtail Jane and Anthony Head and Sandra Johns' O-licence from 30 to 25 vehicles for six months has been upheld by the Transport Tribunal.

The partners, of Reliance Garage, Lutton, Peterborough, trading as Reliance Coaches, had their licence curtailed after a two-day public inquiry.

The tribunal said the firm had been established 42 years ago by the late Alec Head, who died suddenly in 1996. In January 1997 they were sent a warning letter following the issue of six prohibition notices in 1996 and criticism of the maintenance system.

In June 1998 they were sent a warning letter following convictions for drivers' hours offences which had not been notified to the commissioner and the importance of complying with undertakings was stressed. The company was called to a public inquiry following the issue of 25 prohibition notices between August 1997 and January 2001. The initial failure rate at annual test was 49% compared with the

national average of 28.52%. The vehicle examiner who gave evidence pointed out that the annual test failure rate was significantly above the national average, with a 56.25% failure rate in 1999, 51.75% in 2000 and seven out of 10 vehicles passing first time in 2001.

The firm alleged three prohibition notices issued on December 11 2000 were the result of sabotage by an ex-employee. It said it was using all 30 vehicles and if there was any reduction in the licence authorisation it would have to notify the education authority and hand some of the contracts back.

In a written decision, the commissioner said three prohibitions in 1997 might be acceptable but eight in 1998 and 2000 certainly was not. He was not persuaded that the prohibitions of December 11 were a result of sabotage. He found that the overall initial failure rate at annual test was 49% compared to a national average of 28.52%.

He concluded that, when the recent history was balanced against the long history of satisfactory operation, revocation or suspension of the licence would be out of proportion. He took



■ Reliance Coaches established 42 years ago by the late Alec Head, who died suddenly in 1996

# Driver who assaulted rival

### Driver behaviour

Lincolnshire bus driver Roy Johnson, who was convicted of assault by beating after he had punched a driver employed by a rival firm, has had his PCV driving licence suspended for seven months.

Mr Johnson had been called before Eastern Traffic Commissioner Geoffrey Simms at a Cambridge public inquiry. He had been given a conditional discharge for 12 months after being convicted of assault by beating by the Skegness Magistrates in May. A subsequent

appeal was dismissed at Lincoln Crown Court.

Mr Johnson's solicitors had written to say that, due to ill health and the lack of public transport to Cambridge, he was unable to attend the public inquiry.

They asked the commissioner to take into account that Mr Johnson had been provoked by the other driver.

The commissioner said he was required to take account of the conduct of PCV drivers, including acts of dishonesty, those of a violent



# the Transport Tribunal

## Reliance Coaches must live with five-vehicle authorisation cut

account of the fact that the present partners appeared to be faced with something of a struggle, though he qualified that by pointing out allowances should only be made for that within the limits of safe operation.

He ended by saying that the curtailment would enable the firm to dispose of further older vehicles leaving it with the opportunity of concentrating its resources on improving the annual test performance for the remaining vehicles which should as a consequence be in a better condition and capable of avoiding prohibition notices.

There were four grounds to the firm's appeal.

The first was that the figures for prohibitions given in the written decision were higher than those set out in the chart provided with the call-up letter.

The second was that the recent history showed a much improved performance in the annual test pass rate and in checks taking place without prohibitions being issued.

The third was that the commissioner was wrong to reject the explanation of sabotage.

The fourth was that the deadline for accepting a school contract expired in the period between the end of the public inquiry and the receipt of the written decision, so the firm, having accepted the contract, was now in difficulty.

The firm had complained that the commissioner had referred to three prohibitions in 1997 when the call-up letter only referred to two, said the tribunal. It had not been able to find any possible explanation for that discrepancy though, the fact it was small and the comments made by the commissioner, it was quite satisfied it was of no significance.

It was quite clear from the terms of the commissioner's decision he was well aware of the improvement in annual test results and he was aware that further prohibitions had been avoided. During the appeal hearing the tribunal was passed the most recent figures for 2001. However, Parliament had expressly provided

that the Tribunal was not entitled to take into account "any circumstances which did not exist at the time of the determination which is the subject of the appeal."

It followed that it was unable to take into account any tests which occurred after June 18. It was for him to decide what weight to give to that factor. The commissioner had concluded that the allegations of sabotage had not been made out and, on the material before the Tribunal, it could see no basis on which it could properly overturn that finding.

In any event, it seemed clear the Commissioner was sufficiently concerned about the overall picture that it was most unlikely the exclusion of those prohibitions would have altered his view that the licence ought to be curtailed.

Anthony Head, who appeared on behalf of the firm, had said that, when the local authority began to press for a decision on its contract, he had spoken to a member of the Traffic Area staff on a number of occasions stressing the need for an urgent decision. He claimed he had been reassured after being told the delay was more likely to indicate a favourable result.

The tribunal said that, since that point had arisen for the first time during the appeal hearing, it had not been possible to ascertain whether the member of staff concerned agreed or disagreed with the statement made by Mr Head. It considered it was unlikely though, of course, not impossible, that anyone in the Traffic Area Office would have given the kind of indication suggested.

The fact of the matter was that the firm had been called to a disciplinary inquiry in the course of which Mr Head had been asked what effect a reduction in the number of authorised vehicles on the licence would have. It followed the firm must have known there was a possibility its licence would be curtailed. It was against that background it chose to accept the new contract, thereby taking the risk it would create dif-



■ Geoffrey Simms: decision vindicated

ficulties for itself should the licence be curtailed. The Tribunal was quite satisfied it would be wrong to allow the firm to pre-empt the decision for which it was waiting.

Mr Head had complained that many operators appearing before the commissioner were told the outcome at the end of the hearing and he clearly felt the firm had had to wait too long. The Tribunal could not agree. The written decision was dated just under three weeks after the end of the public inquiry.

Given that this would by no means be the only case the Commissioner was concerned with at that time, it could well understand why a decision of that length and detail could have taken nearly three weeks to complete.

Dismissing the firm's appeal, the Tribunal said that, in its view, the commissioner had given the case very careful consideration. He had expressly taken account of all the relevant factors and he had reached a decision which seemed to it to have been measured, proportionate and entirely appropriate to the circumstances as he found them.

## loses PSV entitlement for seven months

nature and certainly those where offences of a sexual nature had been committed.

Coach and bus passengers, the majority of whom were women and children and, therefore, potentially the most vulnerable members of society, must be able to place their trust in the person charged with their safety and with their general welfare.

In the course of his or her duties a coach or bus driver might well be faced with a difficult situation where there was a confrontation with another driver or even a passenger. Bear-

ing in mind his or her duties, he or she must act with good sense and restraint.

Mr Johnson had been subjected to a degree of provocation by the rival bus driver. However, there was no evidence or argument that he had felt physically threatened.

He was not, in other words, acting in self defence.

The undisputed evidence was that the other driver was seated in the driving seat of a bus through the window of which Mr Johnson "threw a punch in the air in frustration"

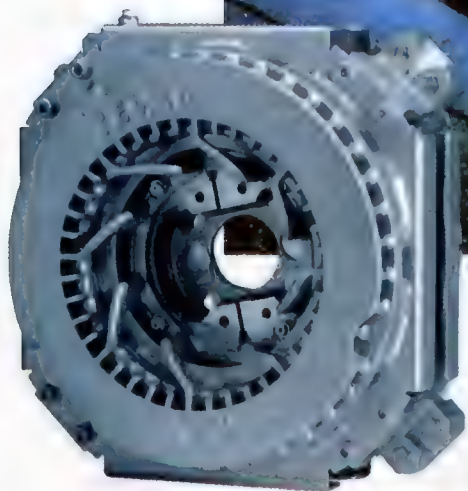
which struck that driver in the face.

To achieve that effect it would, on the balance of probabilities, have had to have been more intentional in its execution than the simple demonstrative act of frustration that had been implied.

Mr Johnson lost his composure and possibly his temper besides, in the course of his duties as a bus driver causing physical harm to another driver. This was an act which made him temporarily unsuitable to hold a PCV driving entitlement.



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Questions on coach and bus operation should be sent to: Marksman, c/o CBW, Media House, Lynchwood, Peterborough Business Park, Peterborough, PE2 6EA

# EU Drivers' Hours proposals

Marksman summarises them in question and answer format

**Q** When is the implementation date?

**A** Just over two years from now. The expected implementation date is January 2004. It may sound some way off but, in terms of learning, training, re-thinking how we schedule and perhaps driver training and recruitment, it may come upon us all too quickly.

**Q** Why are the rules being changed?

**A** The present rules are regarded as too complicated, hard to monitor, and incompatible with the limitations of the digital tachograph. Compensation for reduced daily or weekly rest is seen as a particularly thorny issue. As a result the entire concept of compensation has been eliminated.

**Q** So what is the biggest change?

**A** Abandoning the fixed week. Instead there will be a maximum permitted period of six days (144 hours) between weekly rest periods. This will apply to all drivers in scope of the regulations, ie, the '12-day rule' will no longer be available.

**Q** How long will this weekly rest period have to be?

**A** The same as now: 45 hours of unbroken rest.

**Q** But I guess this can be reduced?

**A** Bad guess – it cannot be reduced whatsoever when the driver is working from home base. It can, however, be reduced to a minimum of 24 hours when the driver is working away from home base. While there is no requirement to compensate for this reduction, the next weekly rest will have to be a full 45 hours and

this must also begin no more than 13 days after the last full weekly rest period ended.

**Q** What about daily rest?

**A** With a single crew member the maximum length of working day remains 24 hours. Daily rest, which has to be taken wholly within the 24 hours time-scale, will go up from 11 hours to 12, but it can be reduced below 12 to a minimum of nine hours up to three times in one EU flexible week – without any need for compensation.

**Q** Any more variations on that?

**A** If you meant can it be split, the answer generally is 'No'. The concept of split daily rest has been abandoned, other than to break a rest by no more than one hour for any other activities when the vehicle is transported by ferry or train. There is no requirement to extend the rest period when this happens but it can only be used where the rest period is a full 12-hour rest. As at present, there must be a bunk or couchette available for both parts of the rest.

**Q** What limits apply to multiple crewed vehicles?

**A** The permitted length of the working day remains at 30 hours and wholly within it there must be a daily rest period, ie, 12 hours, or reduced to a minimum of nine no more than three times in an EU flexible week. The present permitted minimum of eight hours will no longer apply.

**Q** Will the rules on breaks also change?

**A** Yes. For a start the minimum period to count as a break will go up from 15 minutes to 30 minutes. There is also no ability to add together short breaks to make an acceptable aggregate total. Instead there are two options. Either the driver must take a full 30-minute break after no more than three hours' driving; or take a full 45-minute break after no more than 4½ hours' driving – unless the end of driving marks the start of a rest period. This does mean that the extremes possible would be 7½ hours of driving with just a 30-minute break after the first three hours; or nine hours of driving in three blocks of three hours, each separated by 30-minute breaks.

**Q** Does that imply that the daily driving limit is nine hours?

**A** This is one thing that is unchanged. The normal daily driving limit is nine hours but this can be exceeded twice in any EU flexible week up to a maximum of ten hours.

**Q** At present there is a limit of 90 hours' driving in any fortnight. Will that still apply?

**A** Yes, save that the 90 hours will not have to be calculated over a calendar fortnight. It is the maximum permitted driving time in any two EU flexible weeks. These draft Regulations also propose to introduce a limit of 56 hours' driving in any EU flexible week.

**Q** OK, so those are the limits, but who will come within the scope of these new rules?

**A** Big change here that will frighten the socks off the voluntary sec-

tor (and owners of stretch limousines). The present rules gave national governments some scope to decide which vehicles came within scope. This is removed from the proposed new rules and all vehicles constructed for carrying more than nine persons including the driver (ie, anything with nine or more passenger seats or spaces) will come within scope. Welcome, all minibus operators, to the world of tachographs and EU drivers' hours rules.

**Q** But what about regular services? Are they in scope or not?

**A** In principle the exemption for regular services with a route length of no more than 50 km remains but do not get too excited about this because there are a couple of points to watch.

Firstly, these new EU rules make it mandatory for Member States to implement rules for 'out-of-scope' working: "which provide adequate protection in terms of driving times allowed and breaks and rest periods imposed". One really has to question whether one period of 24 hours off each two weeks (as under the present UK domestic rules) meets that test. We may, therefore, see some national legislation to more nearly align UK rules with those of the EU.

The second point is that, on days where there is a mix of domestic and EU work done, all of the driving will have to be recorded on a tachograph.

**Q** On a tachograph? What about the duty roster option?

**A** The duty roster has nearly reached its 'sell-by' date. The draft regulations propose its elimination on a short timescale.

**Q** Anything else significant?

**A** To all intents and purposes any driving hours offences detected anywhere within the EU can be prosecuted in the home Member State of the driver and operator or in any other Member State where the offence is detected.

This may involve on-the-spot fines and/or impoundment. These draft Regulations also contain an explicit obligation on employers to instruct drivers and to make regular compliance checks. (The present Regulations only require periodic checks).

**Q** So is this all etched in stone, or might it be changed?

**A** In theory changes could be made, as these are only draft Regulations. In practice, I very much doubt that there is the slightest chance of any significant change being made as there has been both a lengthy consultation period and input from industry and enforcement representatives from all over the EU to work it up to this stage. I cannot see it going back to the drawing-board now. What you see is almost certainly what you will get.

**Q** Where can I get the official version of these proposals?

**A** Same place as me: from the EU website. <http://europa.eu> (note, no 'www'). When you get there check box for English version and click on 'Official Documents'. Then select EUR-Lex, European Law and go to Legislation in preparation. I can save you searching by word because I have the document reference: Enter the year as 2001 and document number as 573 and hit the search button. Click on a file type to open it. Be warned, it is 65 pages long.



## CBW, 500 weeks -



■ CBW Issue One, February 22 1992

### News Reporter Anna Turner looks back through the industry

The coach and bus industry has seen far-reaching changes over the decades and the 500th issue of *CBW* is something of a milestone in industry history.

The beginnings of what is today *Coach and Bus Week* can be traced back to November 8 1978, when *Coachmart* was launched by Terry Beanland. *Coachmart*'s regular use of cartoon-style front covers and comic strips led to it becoming known affectionately as Beano's Comic. But while this pseudonym gave character to the embryonic coaching publication, it also somewhat undermined the magazine's growing and more serious reputation as a vital news weekly for coach operators.

The year 1992 saw Mike Morgan take the reins as Editor of *Coach and Bus Week*, which was actually an amalgam of *Coachmart* and another industry favourite, *Bus Business*. Since then *CBW* has been reporting on all

the news from the coach and bus industry, and never looked back - until now...

It is almost ten years since the first *Coach and Bus Week* as this is issue 500. Each of those issues through the years has produced its fair share of memorable stories. In fact, they are so numerous that we can only reproduce a selection within these pages.

Issue One dated February 22 1992 tells how Cambus Holdings had bought Millers Coaches, its largest competitor in the Cambridge area. The deal followed the retirement of proprietor Bernard Miller and involved 39 coaches and buses and 60 employees working on a mix of coach tours and contracts, tendered and commercial bus services.

The same year sees a high turnout producing a surprise re-election for the Conservative Party in April - and John MacGregor becoming Transport Secretary.

April also sees the opening of Euro Disney in France - a big attraction for coach tour operators - but it is immediately slammed for taking the Mickey with its poor coach-driver facilities.

Plans to privatise London Buses' subsidiaries before deregulation leaked out, with Stanwell Buses becoming the first to go. London Buses also announces its intention to extend the life expectancy of its refurbished

Routemasters by ten years.

Sheffield independent operators lodge an appeal against a directive forbidding new service registrations in Sheffield.

The year 1993 sees a mixed bag of fortunes for the industry and was largely seen as a turning point. After recession, there are positive signs that things are looking brighter: new vehicle sales climb, some UK plants enjoy considerable growth. This is tempered by the collapse of the European market which saw some casualties.

The New Year is heralded by the completion of a Merseybus employee buyout of the 1,000-vehicle strong company for £1 and a further £5.9m pension payments.

The year closes with that most contentious of issues - drivers' hours. The European Court of Justice supports the French interpretation of EC drivers' hours regs - which is much stricter than the UK's.

Described by *CBW* as a year that put the industry's patience to the test, 1994 sees industry tempers ignited by national press headlines about coach safety, pollution, and business practice, following a number of incidents that throw operators and their vehicles into public scrutiny.

The CPT leads the protests, taking up concerns about Government vagueness with regard to, among other things, seatbelts.

Putting difficulties aside, *CBW* hails the merits of the industry vocally by launching the Coach Industry Awards in June, with support from the Coach Tourism Council. In December the very first awards are presented to Horseman of Reading, Kings Ferry, Parrys International, Van Hool/Volvo (coach of the year), and Toyota (midicoach).

Coach and bus businesses strengthen during 1995 and a range of new products become available. Lowfloor buses and high-spec coaches from overseas manufacturers are the order of the day.

In March the Government publishes draft regulations for seatbelts on children's transport, although a final decision is postponed by the EU during November.

Proposals for a third-lane coach ban are resurrected in January, Plaxton purchases Northern Counties for £10m in May, PSVs receive the cleanest bill of health in August. Optare launches its Excel lowfloor bus as Marshall unveils lowfloor Minibus a week before *Coach & Bus '95*.

British coaches receive an unfriendly welcome in 1996 from French officials - they are clamped and fined for alleged hours regulations violation.

Nottingham City Council steps in to fill the



■ CBW Issue 100 still retained original style



# 500 issues

flagship and picks out some memorable moments

void left by KinchBus, which withdraws from the city to concentrate on Loughborough in April. Short-sighted European regulations on eyesight testing for PSV drivers receive a knock-back, when a reprieve for existing drivers is granted during June.

A guided busway in Leeds demonstrates passenger increases of more than 30% in just over one year.

Then, in 1997, a new era of Government begins when Labour is elected, putting an end to the Conservatives' 18-year rule. John 'Two Jags' Prescott takes up the post of Secretary of State for Transport in May and immediately announces a transport White Paper for the following Spring.

The year holds good news for Stagecoach, which sees its profits soar to record levels, posting £120.5m profits in July. The company also announces a £312m takeover of Harry Blundred's last two UK companies - Thames Transit and Docklands Transit.

Wallace Arnold pips Shearings to the post with a management buyout of the company for £42m in July, but Shearings throws down the gauntlet in November placing an £8m order for 54 vehicles - chalking up the largest coach order for the following year.

This is also the year *CBW* introduces three daily editions of *Show Daily* during Coach & Bus '97.

But operators are frustrated in 1998 by the Government dragging its heels over several important issues: seatbelt inspections, regulations on 15-metre coaches, harmonised vehicle weights and construction standards... and the much-anticipated Transport White Paper is delayed. But there is a £500m boost to public transport in Gordon Brown's budget and an increase in Fuel Duty Rebate - but not for coaches.

The voice of the CPT calls for it to be extended to coaches and for the abolition of coach parking charges.

Optare's new £2m factory is declared open for business by industry minister John Battle in March, while Caetano buys the Waterlooville plant of UVG.

Volvo unveils its new lowfloor chassis, the B7L, in September, which, in double-deck form, was the replacement for the Olympian.

The year 1999 saw *CBW* reporting on massive upheaval in the coaching sector - a parting and joining of the waves all rolled into one. Companies bought, sold, go into liquidation, form joint ventures and merge.

*CBW* puts the Neoplan Starliner through its paces and likes what it finds. A Welsh Traffic Area Office is re-established in February when

the Welsh National Assembly forms.

Stagecoach confirms its enormous presence in the States, spending £800m on the acquisition of Coach USA - giving it fingers in 33 state pies.

The tourism focus shifts towards the Millennium Dome, due to open next year - if it's built in time.

There is an abundance of Christmas cheer and goodwill in December when ten staff at First Leicester donate half their £1,000 each for saving buses from a depot fire to charity.

The New Year is rung in in style by *CBW*, when the Coach Industry Awards make their first appearance of the new millennium in January - at Disneyland Paris. The occasion is marked by a sell-out crowd and a third-in-a-row win for The King's Ferry.

The much-maligned and ill-fated Millennium Dome opens its doors for the first time, providing mixed fortunes for coach operators.

Eddie Brown Tours fights off stiff competition to buy Yorkshire-based Wrays of Harrogate in June.

A 15-metre Mercedes-Benz Citaro goes on trial at Luton Airport in October with a hint that the vehicles could be allowed on the UK's roads by Spring 2001.

Doesn't time fly? Here we are in 2001 which will be recorded in the annals of UK tourism history as an Annus Horribilis. Spring brought forth a massive epidemic of foot-and-mouth disease and, with it all the necessary, but impeding restrictions for coach operators and tourist attractions.

The CPT again urged all those affected to stand up and be counted as it took its case for compensation to the Government. Just as the situation appeared to be looking brighter again came the date etched in everyone's memory.

The fallout from September 11 has reached further than some dared to imagine but has again awakened a spirit of resilience in some, prompting the hope that some good news will emerge in the future.

2002?: There must be a limit to how much bad news one year can hold, so maybe next year will nicely even out.

A mass public transition from cars to coaches and buses? Rising passenger numbers? A huge



■ Time flies: suddenly, we're at Issue 500



■ 1999 saw Coachmart/CBW 21st anniversary influx of tourists? FDR for coaches, impeccably well-behaved schoolchildren, a reduction in vandalism and a decrease in insurance premiums? Here's to another 500 issues...



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seats. £68,500**

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**1998 DAF SB3000 auto IKARUS  
396, 49 reclining seats, centre sunken  
toilet, air conditioning. £99,500**

**1998 EOS 90 man MAN eng, 49  
reclining seats, rear toilet, air  
conditioning. £135,000**

**1996 DAF SB3000 IKARUS 350, 53  
reclining seats, grey interior, double  
glazed. £64,500**

**1996 DAF SB3000 IKARUS 396, 49  
reclining seats, grey interior, double  
glazed, centre sunken toilet, boiler.  
£75,000**

**1996 DAF SB3000 VAN HOOL  
ALIZEE DH, 49 reclining seats, grey  
interior, double glazed, centre sunken  
toilet, boiler, closed back. £95,000**

**1994 DAF SB3000 VAN HOOL  
ALIZEE DH, 51 reclining seats, brown  
interior, double glazed, centre sunken  
toilet, boiler. £79,500**

**1994 EOS 90 MAN Engine, 48  
reclining seats, air conditioning, grey  
interior, double glazed, rear saloon toilet,  
fridge, boiler, closed back. £79,500**



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ALIZEE H, 53 reclining seats, grey  
interior, double glazed, centre  
continental door. £66,500**

**1993 OPTARE auto METRORIDER,  
26 seats, red interior, luggage pen.  
£7,950**

**1993 SETRA S215 HD MAN Engine,  
49 reclining seats, air conditioning, grey  
interior, centre sunken toilet, fridge,  
boiler, bunk, many extras. £49,500**

**1992 DAF MB230 man VAN HOOL  
ALIZEE H, 51 reclining seats, grey  
interior, centre continental door.  
£55,000**

**1992 DAF SB2305 man VAN HOOL  
ALIZEE DH, 51 reclining seats, centre  
sunken toilet. £52,000**

**1992 DAF SB2305 PLAXTON 3200  
DH, 55 reclining seats, grey interior,  
double glazed, pivot door. £35,000**

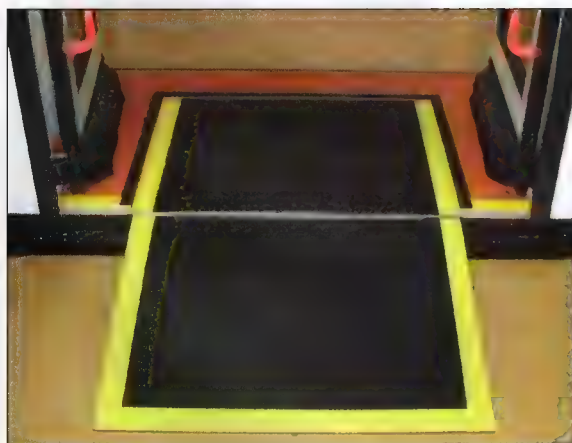
**1991 DAF SB3000 KS easi VAN  
HOOL ALIZEE DH, 49 reclining seats,  
blue/grey interior, double glazed, centre  
sunken toilet, fridge, boiler, closed back.  
£49,500**

**1990 DAF MB230 VAN HOOL  
ALIZEE H, 51 reclining seats, brown  
interior, centre sunken toilet. £37,500**

**1990 DAF MB200 PLAXTON 3500,  
49 reclining seats, grey interior, rear  
sunken toilet, fridge. £35,000**

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# Have we got a prize for you?

Win one of two exclusive hand-made Corgi pre-production models in our special 500th issue contest

With Christmas less than six weeks away what better time to win a valuable prize in our contest to commemorate the 500th issue of *CBW*?

As market leader, *CBW* has teamed up with model manufacturer Corgi to present an irresistible opportunity to own one of two pre-production OO-gauge model Midland Red-built vehicles.

For those who collect model coaches and buses what better prize than a unique version of either a C5 coach or a D9 double-deck bus?

Whereas most collectors have to be content with the high-volume, shop-bought models, you can win the exclusive, hand-built, hand-finished resin model used by the manufacturer to fine tune the detail in the moulds used by the Chinese company sub-contracted to produce the finished article.

All you have to do to get your hands on this very valuable prize is answer three questions correctly and be among the first names to be drawn out of the editor's hat on Monday December 3. Then you will win one of the two high-value hand-made resin models supplied to *CBW* by Corgi.

The First Prize is the resin model of the Midland Red D9 as repainted into the blue and cream West Midlands livery. Its value is estimated at £500-plus.



## ■ Midland Red C5 or D9 can be yours - just enter the prize draw

The Second Prize is another resin model of similar value. This time it is Midland Red's famous C5 coach painted in the classic red and black livery.

Adrienne Fuller, Corgi product manager, and Terry Fox, product development manager, go to extraordinary lengths to first select the models that the market wants to buy and second to constantly push the frontiers of modelling technology to improve detail.

In many cases they obtain dimensions from original examples such as those preserved at the BaMMOT museum at Wythall. Often they have to resort to carefully posed photographs to ensure the 'correct look'.

Corgi's first release of the C5 coach was the version with single headlights and 37 seats. Built by Midland Red - more correctly known as the Birmingham & Midland Motor Omnibus Company (BMMO) - at its central works in Carlyle Road, Edgbaston between 1958 and 1961, the 65 coaches of the C5 family were used exclusively by the company. The type earned its place in coach industry folk law when a CM5T sub-class inaugurated the UK's first motorway coach service in 1959.

Corgi's production models feature the Chinese factory's impressive multi-layer paint-process to good effect, particularly in the interior.

But remember that, on our prize models, the whole process is done by hand in the UK, making the detail such as destination display, fleet numbers and legal lettering all the more remarkable.

Our D9 may not be in the classic Midland Red livery but it is in some ways an even more attractive proposition than the C5 with its rearview mirrors and other enhanced detail.

D9s, like the C5s, were home-built in the BMMO works. The first was unveiled in 1958 and was characterised by its set-back front axle that resulted in an improved turning circle. The D9 bristled with innovative features such as power steering, variable rate rubber suspension throughout, independent front suspension, disc transmission brake, servo-assisted disc brakes all round and a new 10.5-litre BMMO KL type engine coupled to a semi-automatic gearbox.

The 345 production vehicles built between 1959 and 1966 had a more conventional handbrake, and drum brakes later became standard (mainly because of excessive pad wear with the disc brakes). Ninety D9s passed to the West Midlands PTE on December 3, 1973 and were repainted in the colours on our competition model. To win either the C5 or the D9 simply complete the form below before December 3.

## CBW/Corgi 500th issue competition

First name .....

Second name .....

Position .....

Company .....

Address .....

Post code..... Tel number.....

Fax number..... email address.....

Send your answers to: Mike Morgan, Editor, *CBW*, Media House, Lynchwood, Peterborough PE2 6EA or fax on 01733 468253

Answer the following questions:

1 In what year did the Midland Red CM5T inaugurate Britain's first motorway coach service?

2 Name one of least successful advanced features on the D9.

3 What is the location of the Midland Red central works where its own vehicles were manufactured?

Should I win, my preference is for the C5/D9 (delete as appropriate).

Signature..... Date.....





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## Letter of the Week

# Let's broaden the horizons of whole digital tacho project



■ Digital tacho: Is it another expensive project?

**FROM: ANON**  
**Name and address withheld**

I have just attended a seminar introducing the concept of 'digital tachographs', and was quite frankly shocked by the sheer lack of progress and thinking, with this major 'project' affecting everyone in the coaching industry.

I accept the project is 'under development', but what I saw was borderline chaotic.

Many technological developments introduced to our industry over the years have been heralded as something that will produce dividends for everybody, but, in reality have usually had immense labour and cost implications.

So perhaps I was too naive to assume too much from digital tachographs? A dividend in saving payroll costs perhaps? A tool to assist a driver legal

awareness perhaps? A 'clock' informing drivers of 'weekly rest' compensation requirements? A scheme to save staff admin costs by merging the digital tacho driver card with other ID requirements? A method of making VAT calculations easier? A tool to make the production of DTLR statistics quicker? Maybe even a potential interface with other software to produce costing data to record actual hours and kilometres operated? Absolutely.

A device to make it easier for French police to screw British drivers? Absolutely.

I would like to call upon the CPT and other influential minds to try to broaden the horizons of the whole 'digital tachograph' project; to apply a bit of lateral thinking and campaign to offer real time-saving and admin dividends for operators to offset what is yet another expensive project for all.

## Accessible coaches already available

**FROM: MALCOLM JOHNSON**  
**Windmill Community Transport, Leeds**

As an active member/driver of a community transport group which already provides accessible transport, it was interesting to read the proposal of NatEx to 'develop and trial' a wheelchair accessible coach. A number of points made require some comment.

Anne Frye is quoted as saying that wheelchair-accessible coaches are not yet happening in coaching. Well, we have been operating an accessible Van Hool for the last five years. Over the period that we have been providing this service to groups in the Leeds area we have noted, month by month, more and more similarly-equipped vehicles appearing on the roads of Great Britain.

Many of these are being operated, not only by specialist providers, but by commercial organisations. Has the Mobility Unit inquired of these operators to gain from their experiences over the last years? I doubt if they have.

National Express wishes to iron out difficulties and gain experience in the operation of such vehicles. Surely the consortium mentioned in the article could learn by the experiences of existing operators? Many of us have gained such experience the hard way, from committing resources and money into providing fully-accessible vehicles. These have been built or rebuilt with a view to meeting any present or projected legislation and/or standards for access by disabled people.

Why, I ask, should National Express be allowed to operate 12.8-metre vehicles when other providers must be content with the 12-metre maximum? Present operators of accessible vehicles have sacrificed some seating to be

able to provide a service to passengers travelling in a wheelchair. In our case the reduction in seating can be as little as one.

Our experience is that most people who use a wheelchair prefer to transfer to a standard coach seat. The article mentions a dedicated wheelchair space. With the advent of dual-purpose seats/chair restraint systems this space is not necessarily totally lost when a full complement of passengers without disabilities is being transported.

Often it is steps that cause difficulties for passengers. These people also appreciate the facility of the passenger lift to the saloon of the coach. Our experience is that the majority of people with disabilities wish to be treated as much as possible as though they were more agile.

In short, fully-accessible coaches are already available to the public over much of the country and are not something that still need to be designed and developed.

## Let's have modern, efficient shuttle

**FROM: SP**  
**Portsmouth, Hants**

With all the recent talk about night flight cancellations and airlines saying costs will rise out of reach of the ordinary public, is there an opportunity coming along for a resurgence of shuttle coaches, properly priced for the 2000s?



■ Fully-accessible coaches already available to public says Windmill

New high-spec coaches, uniformed drivers, with a hostess - old hat, been done, maybe, but people will still want to travel. What better time possibly to introduce a top service?

Drivers a problem? Not really, you just need to freshen up the carrot. But when did you last see the pilot washing and cleaning the plane at the end of the journey?

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**LETTER OF THE WEEK WINS**   
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### Our Winter Selling Campaign kicks off with this amazing offer

Open to all trade buyers, the Competition for this Smart Pulse starts 1st November and runs to end of 2001. To enter you have to purchase one of our current used vehicles during the period 1st November to 31st December 2001 and take delivery by 31st January 2002. The higher the value of the vehicle the more entry forms you qualify for (1 entry per £9,900 value).

The Competition Entry judging will take place at our Coventry Headquarters at a Special Event Day in the new year - more details will follow.

#### A sample of our stock

1999 "V" Setra S315 GT-HD 44/48 Seat, Auto Trans, Air Con, Double Crew Seat, Rear Saloon Toilet, Webasto, Radio/PA

1996 "N" Setra S250 53 Seat, Seat Belts, Crew Seat

1984 "A" Setra S215 HD 49 seats, Seat Belts, Toilet, Boiler, Retarder, Crew Seat

1992 "J" Mercedes 0303 Paramount 3500 49 recliners, Seat Belts, Centre Toilet, Double Glazed

1990 "PP" Mercedes 0303 Charisma 49 seats, Centre Toilet, Boiler, Radio/PA, Seat Belts, Crew Seat, Double Glazed

1995 "M" Volvo B10M Jonckheere Deaville 51/53 Seats, Demountable Centre Toilet, Webasto, Alloys, Radio/PA, Crew Seat

1988 "E" Scania K92 Van Hool Alizee 51 Seats, Crew Seat, Boiler, Rear Toilet, Webasto, Radio/PA

1992 "PP" DAF SB3000 Van Hool Alizee 49 Seats, Centre Toilet, Crew Seat, Double Glazed, Exhaust Brake, TV/Video, Radio/PA

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## ICC is where it's at

*CBW's* Coach Awards 2002 is at the ICC, Birmingham, on Saturday February 16 and hotel and table bookings are now being taken for the gala presentation dinner.

Since the first event in 1994, the Coach Awards has established itself as the most eagerly-awaited date in the industry calendar. It is an occasion to not only celebrate excellence but also a time to take part in an exciting and

### Coach Awards 2002 is scheduled for February 16 in Birmingham

thoroughly enjoyable social occasion.

The choice of the ICC enables *CBW* to make the 2002 event the best yet.

Hall 3 will be transformed into a breathtaking banqueting suite for around 750 guests seated around oval tables of ten. The ICC's flexible stage system will provide a fabulous focal point

for the evening with our top-flight presenter introducing the winners of the industry's most sought-after awards.

With 24 Award categories up for grabs there is all to play for and the judges have taken their first tentative steps towards deciding the winners. As already announced throughout the Summer, we have vehicle awards based on the judges' assessment of the coaches on display at the Coach & Bus 2001 show last month.

There are also awards for the supply side of the industry for which you, the readers of *CBW*, had a vote and then there are the 15 categories open to coach operators.

The aim as always is to identify and promote good practice in the industry and perhaps there hasn't been a more important time than the present to help the industry drive through difficult times.

And the signs are encouraging. The 12-person judging panel has already acknowledged that there is a vast amount of excellence among the entries.

*CBW* is passionate about the Awards because we believe in the virtue of identifying and rewarding the best.

We also recognise that part of the package must be a night to remember so, once the tension of the presentation is over, the stage set will welcome a top-class entertainer and cabaret before the guests let their hair down and fill the dance floor.



■ Hall 3 will be transformed into a breathtaking banqueting suite for around 750 guests

## TABLE BOOKING FORM

Contact Name .....

Position .....

Company .....

Company Address .....

.....

..... Postcode .....

Tel ..... Fax .....

email address .....

Please reserve me ..... table(s) of ten at £850+VAT per table

Please reserve me ..... ticket(s) at £90+VAT

Please return this form to: Sue White, *CBW* Coach Awards, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA. In the event of a cancellation and provided written notice is received no later than 21 days prior to the event, you will receive a full refund less a handling charge of £25+VAT. However, if cancellation is received less than 14 days prior to the event, no refund will be given.

PAYMENT METHOD (Tick one only)

☐ I enclose a cheque for £..... made payable to EMAP Automotive Ltd

☐ Please invoice my company

☐ I authorise you to debit my Access/Visa/AMEX card

Card

Expiry Date    For the sum of £.....

Name of cardholder.....  
(if different from above)

Signature .....

Date .....





■ ICC is internationally recognised and equally suited to conferences or banquets such as the Coach Awards

## Hotel bookings and local attractions

As usual we have agreed a package of preferential hotel rates and special ticket prices with local coach tourism attractions.

Full details are available from the Birmingham Convention and Visitor Bureau at the ICC who will handle these bookings. Hotel prices per person sharing a twin or double room range from £25 at the Days Inn, City Inn or Jury's Inn to the five-star Birmingham Marriott (formerly Swallow Hotel) at £52.

Prices per person per night, including VAT and either English (EB) or Continental (CB) breakfast, are:

Hotel	Single	Double/twin
City Inn, Bringleyplace (EB)	£40	£25
Days Inn, The Mailbox (CB)	£40	£25
Jury's Inn, Bridge Street (EB)	£40	£25
Novotel, Broad Street (EB) - 3 star	£47.50	£32.50
Copthorne, Paradise Circle (EB) - 4 star	£54	£39

Hyatt Regency, Bridge Street (EB)	£67	£52
Birmingham Marriott (EB) - 5 star	£67	£52

You are advised to check car-parking charges at the hotel of your choice and, in the event of you having to cancel, your payment will be refunded less 10%, minimum £5 per person, to cover administration charges.

Meanwhile, just to give you an idea of some of the attraction tickets that can be pre-booked for the week-end of February 16&17, there are favourable rates available for: National Sealife Centre, Cadbury's World, Science Museum, Warwick Castle and the Botanical Gardens.

**For hotel and attraction bookings contact**  
Birmingham Convention and Visitor Centre, The Mall, International Convention Centre, Broad Street, Birmingham B1 2EA or tel 0121 665 6116 or fax 0121 643 3280. Website: [www.bcvb.org.uk](http://www.bcvb.org.uk)

## How to book your tickets for Awards

The ICC is internationally recognised as one of the leading conference centres in Europe.

It can boast an impressive track record of high-profile national and international events such as the G8 Birmingham Summit and the European Summit, making it a venue of global significance.

There are 11 main conference halls and ten executive meeting rooms, while the versatile venue is equally suited to conferences, or banquets such as the CBW Coach Awards 2002 Gala Dinner.

The ICC is on Broad Street in the centre of Birmingham just minutes from New Street Station. Hall 3 has been booked for

the Coach Awards and the oval tables of ten are priced at £850 plus VAT. Individual tickets are £90 plus VAT.

**For table bookings fill in the form (left) or if you require further information contact our Group Events Manager, Sue White, on 01733 468272 or email [sue.white@emap.com](mailto:sue.white@emap.com)**

## Award categories

Entry for the following categories was by an entry form returned along with up to 1,500 words plus supporting evidence. The deadline for entry was extended to September 24 and one of four judging panels will select first, second and third positions after visiting potential finalists in some of the categories:

- 1 Coach Operator of the Year - 1-5 vehicles
- 2 Coach Operator of the Year - 6-15 vehicles
- 3 Coach Operator of the Year - 16-30 vehicles
- 4 Coach Operator of the Year - 31-plus vehicles
- 5 Disability Aware Coach Operator 2002
- 6 Coach Operator Training Programme 2002
- 7 Coach Operator Marketing Campaign 2002
- 8 Coach Operator Corporate Identity 2002
- 9 Coach Day Excursion Programme 2002
- 10 Coach Tour Brochure 2002
- 11 Coach Operator Website 2002
- 12 Coach Operator Retail Shop 2002
- 13 Coach Operator Workshops 2002

The following will be judged by the panel of judges who will vote on the photographs submitted before September 24:

- 14 Individual Coach Livery 2002

The following will be decided by one of the four judging panels, which will assess nominations received from readers before September 24:

- 15 Coach Sea Route 2002
- 16 Coach Tour Wholesaler 2002
- 17 Coach Dealer 2002
- 18 Coach Industry Supplier 2002

The following will be determined by the Board of the Coach Tourism Council:

- 19 CTC Coach-Friendly Resort 2002

The following will again be presented to this year's best newcomer to the event: 20 Editors Award 2002

The following will be decided at a special meeting of the judges. Performance in all categories will be taken into account:

- 21 The Best British Coach Operator 2002

The following will be decided by all the judges who voted on every vehicle exhibited at the Coach & Bus 2001 show. They assessed each vehicle from the viewpoint of operator, driver, engineer and passenger:

- 22 Coach of the Year (41-plus seats)
- 23 Midcoach of the year (17-40 seats)
- 24 Minicoach of the Year (9-16 seats)



## Starting from BASE

WHEN a coach operator replaces over 40 of its own vehicles a year there can be no doubt that it is on the fringe of being a dealer.

Now, one of the north west of England's biggest operators has just gone one step further, setting up BASE, a trading arm under the direction of former Scania man Ian Hall.

BASE is more than a convenient outlet for the disposal of own vehicles. The company plans to sell coaches converted to 70 seats for school work and has another dimension to its plans that is being kept under wraps for the time being.

Holmeswood is in many respects a typical family-run coach operation. Run by Francis Aspinall it prospered in the fertile area of Lancashire west of the M6 between Merseyside and Preston.

But when his three sons - Mark, Colin and Duncan - joined the business the combined zeal of the young 30-somethings resulted in a quest for expansion and, in the wake of their significant recent company acquisitions - Bostocks of Congleton and Walkers of Anderton - the fleet mushroomed to 120 vehicles.

Yet, as everyone in the industry who has been on the acquisition trail can testify, expansion brings problems and one of Holmeswood's immediate challenges was to reduce the fleet age profile. Bostocks was transformed immediately with an influx of new and second-hand purchases, while Walkers' average vehicle age of 16 years has been cut by a third over the past 12 months.

The fact that there is still some way to go is illustrated by the fact that the parent Holmeswood fleet is relatively young at an average of just six and a half years despite carrying a fair number of double deckers dedicated to schools work.

Mark Aspinall reckons that, to maintain the

Top North West operator diversifies into dealing. Mike Morgan reports



■ BASE stock will be operational vehicles

profile, another 40 vehicles will have to be purchased over the next 12 months and the vehicles replaced will form the initial stock of the newly-formed associate company, BASE.

However, there's more to BASE than being just convenient for the disposal of surplus vehicles. The Aspinall brothers have two other good reasons for diversifying into dealing.

The bedrock of Holmeswood, Bostocks and Walkers' activities is - in common with the vast majority of coach operators - schools-related

work. High-capacity double deckers - either buses, dual-purpose vehicles or coaches - have satisfied much of this.

Yet schools inevitably want seatbelts when it comes to private hire and the company wants to prove that, by giving reliable service ten times a week on the home-to-school run, it is the ideal candidate when it comes the school's private-hire needs.

Double deckers may be wanted for their capacity but they are not ideal when it comes to teacher supervision, so the idea of the 70-seat coach was born. Holmeswood has so far taken eight donor vehicles and converted them to three-plus-two seating layout, using MTB high-back seats.

The vehicles concerned include Duple 320-bodied and Plaxton Paramount-bodied Leyland Tigers and a Plaxton Premiere-bodied Dennis Javelin. Holmeswood even went to the trouble and expense of tilt-testing the Paramount and is planning pull tests to ensure that its seatbelt installations comply with the latest legal requirements.

Success with these 70 seaters in attracting higher levels of school private-hire business has sown the seed of an idea for further conversions not only for the company's own use but for sale through BASE.

A further, and very pragmatic, reason for establishing a separate trading company is that it keeps speculative vehicle transactions separate from the accounts of the coach operation.

In this way BASE can go out and buy a batch of vehicles at a favourable price, pass some on to Holmeswood, Bostocks or Walkers and sell the others without distorting the trading picture.

Nevertheless, the company will always continue to do deals with the main dealerships, says



■ Ready for schools: 70-seat Paramount conversion



■ Holmeswood premises are temporary home for BASE dealership





■ Plan for dealership came to the forefront when Ian Hall left Scania Bus & Coach

Mark Aspinall.

The Aspinalls' plan for a dealership had been on the back burner for four years but only came to the forefront when Ian Hall was made redundant by Scania Bus & Coach in September. Within an hour of hearing of Mr Hall's availability the Aspinalls were on the phone offering him the opportunity to join as a director and help set up and run BASE.

The aim is to move BASE to the Holmeswood operating centre in Chorley. It currently runs around a dozen coaches out of Chorley but, when preparations are complete, the premises will include workshops and have hard standing for more than 30 vehicles. At this stage Mr Hall will move from his temporary office in Holmeswood.

Explaining the rationale behind Holmeswood's diversification, Mr Hall said: "A natural progression for the company if it wants to maintain its age profile is to move into trading. There is an ongoing turnover, with vehicles always available for disposal. All the vehicles are operational and with current MOTs."

Mr Hall claims that, by not being hamstrung by large stocks like the major dealers, BASE will be flexible when it comes to taking part exchanges. However, Mark Aspinall is quick to point out that it won't take in anything that could not be placed with confidence into the operational fleet. "If we're not prepared to operate it, we're not going to buy it," he said.

Being essentially a family-run organisation gives BASE an in-built advantage in that it can be responsive to market changes and, although Mr Hall is keeping those potential responses close to his chest, it is unlikely that BASE will restrict

its activities to former Holmeswood vehicles.

One thing is for sure, while the business will be quick to react to the threats and challenges that lie ahead, the Aspinalls will continue to preserve their hallmark of prudence.

In recent months the coach-operating side has changed shape as it confronted the uncertainty that followed the foot-and-mouth outbreak. Duncan Aspinall explained that the crisis resulted in a decision to retain a number of school contracts to an extent beyond the number they would normally feel comfortable with. However, new business has come back to the extent that they were temporarily over-committed. From an operating point of view there is now a much broader base of work, ensuring that

**'A natural progression for the company if it wants to maintain its age profile is to move into trading' - Ian Hall**

they are not exposed to a downturn in one particular sector.

The company has consequently had a strong year and is now back on budget, so it was deemed that the timing was right for diversification into trading through BASE.

BASE is a separate company with five shareholders - the three Aspinall brothers, Ian Hall and Mike Forshaw.

The first stock list has been compiled, a Consumer Credit licence applied for and an arrangement agreed with John Swift for vehicles to be available for inspection and sale in the West Midlands.

The move to Chorley will take place when the premises are ready. Meanwhile, Ian Hall can be contacted at Sandy Way, Holmeswood, Lancashire - tel 01704 821245, fax 01704 822090 or email [sales@holmeswood.uk.com](mailto:sales@holmeswood.uk.com)



■ On the move: Holmeswood fleet is ever changing



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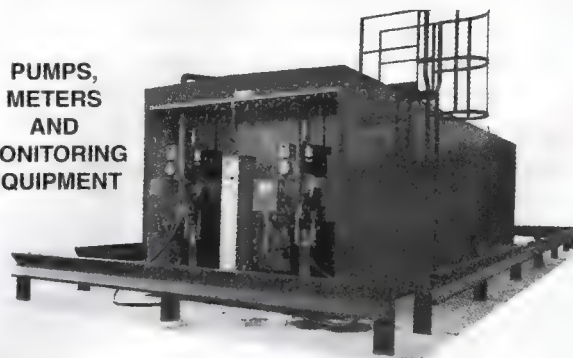
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## Hallmark's new Starliner has it all

### Neoplan UK

Hallmark Executive Travel Services of Luton has taken delivery of this tri-axle Neoplan Starliner N516 SHD. It has an MAN D 2866 LOH 294Kw/460PS engine driving through a ZF 8S 180 eight-speed gearbox with AVS semi-automatic controls.

Specification includes Neoplan fifth-generation independent front suspension with lift and lower, all-round disc brakes, ABS, and ASR.

In the cab there is self-diagnostic multi-functional dashboard with walnut inlay, air-adjustable Isringhausen driver's seat with lap-type seatbelt and two armrests, fully-adjustable hydro-pneumatic steering column with Servotronic steering, high-pressure headlight washer system, heated electrically-adjustable mirrors, heated driver's and co-driver's side windows, electric driver window and electric driver blind, Blaupunkt radio/pa/cassette with RDS, two microphones, two-man electronic tachograph and cruise control.

In the saloon are 32 Vogel Starliner reclining leather seats, Venus 35 ultra dark tinted double glazing, fully-integrated climate control, sub-tropical Sitrak air conditioning, aircraft-style overhead lockers, two-stage interior lighting, clock with integrated seatbelt and WC sign, centre floor-mounted chemical toilet (hot and



cold water), rear kitchen servery with water boiler, coffee percolator, sink, microwave, hot air oven and waste disposal chute, centre near-side fridge (there's also one in the dashboard). The coach also has a Blaupunkt video system, and Blaupunkt ten-CD player, electronic

antenna for radio and mobile phone, central locking, Webasto with timer, Trebe alarm system, safe welded into skeleton, parallel opening side lockers, two roof hatches, one with electric slide, trailer hook, LED step nosing to all steps, auxiliary generator, and Fisher Panda inverter.



## Stagecoach Solos on Route 66

### Optare

A new lowfloor bus route network in the Rugby area, operated by Stagecoach South Midlands, has seen the introduction of the first Stagecoach-operated easy-access buses to parts of the region.

Lowfloor buses were required by a quality partnership arrangement between Stagecoach and Warwickshire County Council.

As a result, 15 new Optare Solos have begun operating on Route 66, linking Warwick with Leamington, and some other local services. The new Solos are 8.5m versions with 27 Lazzarini Practico seats.

Six Dennis Dart SLF Alexander ALX 200s have also been transferred to Rugby to operate on its key bus route - the No 4 flagship service.

## SB120 Cadets join Universitybus

### Arriva Bus & Coach

A pair of DAF Bus SB120s with Wrightbus Cadet bodies joined Hatfield-based Universitybus. This brings the number in the fleet to five.

The new buses will be employed on an extensive network of services across Hertfordshire - geared towards the needs of students but also bringing improved facilities for other travellers. One of the buses carries a promotional livery for the £6 explorer ticket that is part of the Intalink Partnership

supported by Hertfordshire County Council and all local bus operators.

General Manager Michael Finn said the buses were popular with passengers because of the space in the saloon.

He was also impressed by the fuel economy and reliability. Mr Finn believed the growth in popularity of Universitybus services, particularly on longer distance routes where standing was not a preferred option, there could be a need to opt for the new, longer SB200 for its additional capacity.







■ Howie Gray: divisional responsibility

# Howie Gray is Engineering Director at First Glasgow

First in Glasgow has appointed Howie Gray to the role of Engineering Director, which the company says demonstrates its commitment to improving vehicle reliability.

Howie takes up divisional responsibility for Scotland and will be based in Glasgow, and his task will be to improve vehicle reliability by advancing maintenance systems with innovative ideas. He will be ensuring the cleanliness of vehicles and that group-wide initiatives are being effectively implemented across the Scottish divisions.

Howie's career in the bus industry began in 1980 when he joined First in Aberdeen, previously known as Grampian Transport, as an apprentice mechanic. Since then he has gained

experience in a variety of roles including Depot Engineer, Depot Manager at Possilpark depot, Fleet Engineer North, Engineering Director East of Scotland and Director of Service Delivery at Central and Borders division.

Commenting on the appointment, Mark Savelli, First in Glasgow's Managing Director, said: "At First in Glasgow we pride ourselves on the quality of our fleet, having made a £50m investment in the past five years. Howie brings with him a wealth of expertise and knowledge which will strengthen First's commitment to fleet improvement and expansion, so helping to deliver the bus services our customers deserve. I would like to take this opportunity to wish him every success in his new role."

# Adbus sites inspector Don will ensure high standards are met

Don Lee has been appointed to the role of Sites Inspector at Adbus Transport Advertising.

Don assumes the position having worked for many years fixing and painting adverts on to buses, recently completing his 500th painted advert.

Sites Manager at Adbus, Andrew Froggatt, said: "We needed to provide the bus companies we work with

throughout the UK with a face-to-face contact and the experience Don has gained from his undoubted skill will enable him to not only ensure high standards are being met but to also make repairs as and where they may be required. This will, we believe, satisfy the bus companies and advertisers, who can be assured of our commitment in delivering a quality service."



■ Don Lee: fixed and painted ads on buses

# UITP post

Ted Hesketh has been re-elected Vice-President of UITP, the international representative organisation for public transport.

Mr Hesketh is MD of Translink, the publicly-owned Ulster bus and rail operation.

Three UK appointments to the UITP Policy Board have also been confirmed. They are Moir Lockhead, Chairman of FirstGroup, Chris Mulligan, Director General of Greater Manchester PTE and Jay Walder, Director of Finance and Planning for Transport for London.



■ Ted Hesketh: re-elected at UITP

# Directorate confirmed

Peter Hendy, Transport for London's, Managing Director of Surface Transport, has confirmed his Directorate team.

Clare Kavanagh will take up a new post of Director of Performance. She will lead the development of the bus network and, working closely with the bus operators, deliver improved quality in the London bus service.

Other posts confirmed are Dick Halle as Director of Strategy, Bill Bostock as Director of Finance and Graham Elliot as Director of Operations & Group Safety Services.

Mr Hendy said: "I am pleased to confirm my Directorate team

who will be responsible for helping to deliver improved bus services for London.

"Their wide range of experience will be invaluable to drive the Mayor's vision of a higher quality and expanded bus service forward."

Commenting on the retirement of Alan Brindle, Commercial Director, Mr Hendy added: "Alan has dedicated 43 years of service to improving public transport - both for rail and bus passengers.

"He will be missed here at London Buses Ltd and I wish him every happiness on his retirement."



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## Sealant 'eliminates punctures'

Eliminating punctures and cutting roadside recovery and repair bills is the main aim of PunctureGuard. The new tyre puncture sealant promises to eliminate or dramatically reduce annual puncture repair bills. Installed in the tyre as a protective measure, it is claimed to out-perform all existing tyre sealants.

The product is a water-based solution that creates an instantaneous and permanent puncture repair said to last the legal life of the tyre. Although puncture repairs constitute a small but significant proportion of passenger vehicle maintenance costs, PunctureGuard offers a cost-effective way of avoiding numerous repair bills each year, with installation for six coach and bus tyres typically costing just 50% of the price of a single replacement tyre.

PunctureGuard does not require the driver to stop or even slow down to deal with the puncture - a crucial benefit for vehicles that only create revenue by keeping on the move. The repair has no detrimental effect on tyre performance - even at speeds of up to 150 mph. For passenger vehicle operators, an installation means punctures should never immobilise a vehicle, eliminating the risk of costly downtime.

The new generation tyre sealant also allows the driver to avoid the risk of high-speed tyre blowouts, and eliminates the dangers associated with attending to punctures on a busy road or late at night.

The installation of PunctureGuard into six tyres could cost as little as £100. For that investment, each installation will be sufficient



■ PunctureGuard is applied through a standard tyre valve using a special adaptor

to repair multiple punctures on each tyre, giving drivers the assurance that they should never need to tackle a roadside puncture repair for the legal life of the tyre.

Unlike aerosol treatments that are normally introduced after the deflation of the tyre, PunctureGuard also allows the commercial operator to avoid the costs that can be incurred through wear or damage to the tyre or wheel rim caused by driving after deflation.

The UK-manufactured PunctureGuard solution is injected into tyres through the standard air valve using a specially designed pump. Installation into the vehicle is straightforward and is done with wheels on and tyres inflated. The process may be undertaken by the operating company following training, or by a PunctureGuard Master Installer.

The sealant remains in a liquid

state until a puncture occurs. Air pressure forces the solution into the puncture cavity causing the sealant to instantly solidify, forming a permanent seal. The product will seal holes of up to 9 mm diameter in road tyres and up to 15 mm in off-road tyres.

Rigorous testing in extreme conditions has established that repairs have no detrimental effect on the performance characteristics of the tyre, even in temperatures that range from -40°C to +90°C.

All of the leading tyre manufacturers consulted about PunctureGuard have confirmed that the product does not void the manufacturer warranties on any of their tyres.

PunctureGuard is manufactured in the UK to ISO 9002 standard and the product has also been tested by RAPRA Technology Ltd. (formerly the Rubber and Plastics Research Association), Europe's leading plastics and rubber consultancy. RAPRA's facilities are UKAS (United Kingdom Accreditation Service) accredited to provide UKAS certification and to test to a range of national and international standards.

The product contains specially treated particles of rubber, rust inhibitors, preservatives, poly-elastomers and gums, all held in a highly viscous, sticky suspension. It is non-toxic, biodegradable, CFC free, non-flammable, and contains none of the harmful substances such as asbestos that are found in some tyre repair alternatives.

Contact PunctureGuard on: 0870 7525959, or visit website [www.punctureguard.co.uk](http://www.punctureguard.co.uk)

## Testers required

A new range of products, which have been scientifically developed over 12 years, will revolutionise the way visibility is maintained on all types of vehicles, it is claimed.

The maker, Permaclear Ltd, is looking for operators of large vehicle fleets to independently test the products, at no charge, to confirm its own claims.

The products are applied in the same way as standard glass cleaners and washer bottle additives but the difference comes in what is left behind.

A microscopic, invisible polymer coating is left on the glass surface, which repels moisture, water, dirt and grime. The difference can be seen as the weather deteriorates, says the maker.

Water collects in droplets and quickly slides off the windscreen to maintain good visibility. De-icing is also said to be improved.

Wiper blades are said to last longer as they do not need to be used as intensively. The use of the product also means that, if bird droppings or dead insects soil the glass, cleaning is made much easier, without the need for scrubbing.

For side and rear windows not washed by the water bottle, a sister product is available in a trigger bottle. After the window is cleaned with PermaClear's ProClean and then treated with StayClean, the invisible film is left. Windows are non-streaky and repel water and grime in the same way.

Details on (01283) 734681.

## Fuel tank can be moved when full

Terence Barker Tanks has launched a fully-certified banded fuel tank that can be moved when full of fuel.

Transfueeltank Mk III has been designed to comply with the Carriage of Dangerous Goods by Road Regulations 1996, the imminent Control of Pollution Regulations on Oil Storage and is the result of on-going dialogue between customers and regulatory bodies.

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Banded Oil Storage Systems with its primary tank achieving BS799.

This means it is suitable for any application where fuel may need to be legally lifted and transported, offering a safe, cost effective alternative to bowsters because it is virtually maintenance-free.

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For details call 01376 330661 or visit website [www.terencebarkertanks.co.uk](http://www.terencebarkertanks.co.uk)



■ Transfueeltank Mk III certified for transporting when full



## New joint venture firm offers package for separators

CERVA is a new joint-venture company formed by Conder Products and AquaSentry to provide a dedicated nationwide service operation to monitor and maintain oil and/or water separators.

The company offers a package that includes regular servicing, auditing and appropriate tracking documentation to satisfy environmental inspection designed to prevent accidental discharge and water contamination from the spillage of fuel, oil and hydrocarbons collected in underground separators.

New standard EN858 requires all separators to be serviced twice per year and emptied as necessary. They can no longer be installed and neglected.

In addition to offering service contracts from one to five year terms, CERVA can also provide structural surveys, commission separator systems or upgrade them with visual or audible on-site alarms.

For more details contact CERVA on 02380 687140.

## Eurolines books XO for hosting European coach travel services

Eurolines Organisation, the European express coach network, has chosen XO Communications to host the hub of its international reservations network.

Eurolines Organisation and Deutsche Touring Gesellschaft mbH have also commissioned UK consultancy Wayland Informatics to develop and implement the software that will interconnect the reservations systems of Eurolines member companies.

The Eurolines express coach network consists of 33 coach companies of 27 countries operating all over Europe under the Eurolines brand.

The Eurolines Organisation coordinates the network from its administrative centre in Brussels. In the UK, Eurolines UK is part of the National Express Group, connecting the Eurolines European network to over 1,200 places in Britain. Eurolines chose XO because the company can guarantee a high level of availability and managed support for business critical web-based services like online reservations.

XO is providing Eurolines with

a dedicated server located in its London Harbour Exchange data centre. This provides a secure and managed facility for hosting major electronic commerce services that are directly connected into the company's high-speed, resilient backbone network.

XO Communications provides broadband Internet services to business customers in the UK and the Netherlands.

The company offers industrial-strength connectivity and hosting services and solutions including virtual private networks, security, e-commerce and application infrastructure provision.

XO operates one of the UK's most advanced and widely dispersed networks, enabling high bandwidth access at resilient multi-megabit rates in more locations nationwide.

Wayland Informatics has developed the software that will interface the reservation systems of individual Eurolines members.

Mike Read, president and managing director, Europe, XO Communications, said: "We're delighted to be working with

Eurolines on this important project. The provision of high-grade managed hosting facilities is critical to the delivery of powerful online applications planned by Eurolines."

Jan Velleman, secretary-general, Eurolines said: "XO was chosen for its technical reliability, competitive pricing and because it could respond to the short reaction time needed for setting up a powerful system."

Dinu Anassasiu, Managing Director of Wayland Informatics added: "We are very pleased to be working with XO Communications. The quality of their service, their highly professional approach, the user friendliness of their representatives and their prompt reactions leave nothing to be desired."

Wayland Informatics provides high-quality consultancy and training services focusing on critical areas of system development including project planning, requirements analysis and design. Its clients include major corporations and government agencies and departments.

Details on 020 8322 1922.

## Britax signal lamp range out



■ Britax' Squiricular lamps are shock resistant

Squiricular lamps, the latest range of mandatory signal lamp products from Britax PMG, are now available.

The lamps can be applied to an extensive range of vehicles, mounted at any angle, and supplied as single, double or triple chamber units to suit requirements. They have synthetic rubber bodies to resist shock and vibration and come pre-wired

with bulb holders produced from glass-filled nylon and stainless steel contacts for improved bulb reliability.

LED versions will be available before the end of this year - increasing durability, service life and reliability.

For details contact Dave Timms, Marketing Manager on 01262 670161 or e-mail [dave.timms@britax-pmg.com](mailto:dave.timms@britax-pmg.com)

## Battery monitor an Expert

Merlin is marketing the EXPERT-501 battery monitor that aims to assist vehicle operators by displaying valuable charge information - such as time left until batteries are flat.

The device is aimed at specialist vehicles with a high-power drain and allows the user to see when it is necessary to start an on-board generator or to start the engine to restore charge battery charge levels. Its multi-function capability also allows it to start an on-board generator automatically or issue an audible warning to the driver monitor on-board charging systems - alternators or generators - to see if they are coping with loads from inverters, lighting and heaters.

EXPERT-501 can also store historical information on battery efficiency, the number of cycles, average depth of discharge, deepest discharge and average charge time.

This allows operators to review their on-board electrics and determine whether batteries or charging sources need replacing or upgrading. It costs around £200 including VAT and is simple to install.

For details call Merlin on 01202 697979.



■ EXPERT-501 battery monitor



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16 hi-back seats with belts, radio/PA, MoT Dec/02, white, excellent condition.

**£11,950 + VAT**

**Tel: 01492 581775 (office)  
01248 680670 (eves)**

2950/CM

## EVERGREEN

### 1998 NEOPLAN TRANSLINER X8L

Air con, climate control, 49 recliners, nets, trays, toilet, drinks, Telma, monitor, Webasto, new MoT, owned from new, excellent condition, only 245,000 km

**£89,500 + VAT**

### 1993 VOLVO VAN HOOL

Air con, 48 Royal recliners with centre arm rests, drinks, toilet, carpets, Telma, Webasto, originally ex W.A., excellent condition.

**£69,500**

**Tel. 0121 559 1237**

2972/CM

## IVECO 49-10 BUSES

23/25 Seats, various MOT's  
1989, 1990, 1993, power doors, good for year. Robin Hood/Phoenix/Car Chair bodies

**From £1,500 + VAT**

**Contact Chris Squibb  
01983 827019**

2524/CM

## FOR SALE RETIRING FROM THE COACH BUSINESS

1998 'R' reg Mercedes 614 Vario. Olympus conversion, 24 coach seats plus courier, vgc, 3 point belts, PA radio system, luggage racks, boot, plug door, well maintained, MoT 18 January '02, taxed January '02, 180,000k, one owner. **£29,000 + VAT ono**  
1994 'L' reg Mercedes 814 Autobus. Classic 2, 33 coach seats, seatbelts, good condition, luggage racks + boot, power door, PA and radio, MoT 18 January '02, taxed July '02, 430,000k. **£23,000 + VAT ono**

**01770 302274**

(Scotland)

2973/CM

## MERCEDES 1990 709D

16 x seats + 3 wheelchairs, 24 seats, brushed light blue floor, grey/blue seats — rear doors with under chassis lift. Owned by us for last 8 years. Tested under 2002.

**01923 222151**

2953/CM

### FINANCE COMPANY HAS THE FOLLOWING VEHICLES FOR SALE

- 1998 Dennis Javelin GX300 Neoplan Transliner, 53 seat coach with air con.
- 1986 Leyland Tiger Duple 245, 53 seat coach with rear toilet.
- 1984 Leyland Tiger Plaxton Paramount 3200, 53 seat coach.

**TELEPHONE: 01159 858327  
CONTACT: Simon Ball**

2945/CM

1979 VOLVO B58 Duple Dominant, MoT til 11/2002, 53 seat, in white. **£2,995**

1988 BOVA FUTURA, additional lop-ear mirrors added, vgc, white, 53 seat, MoT 12/2002. **£42,000**

1990 VOLVO B10M Plaxton 3500, 49 seat exec, with toilet and tea/coffee machine fitted, MoT 01/2002, white. **£42,500**

1991 MERCEDES 410D, Devon Conversions, new MoT after sale and respray if required, air-con. **£2,995**

1989 MERCEDES 408D, Crystals conversion, MoT 08/2002, white, good condition. **£2,850**

*All prices plus VAT*

**Please contact Kevin on  
01392 872900**

2976/CM



## NORTH EASTERN BUS SALES (Co. Durham) FOR SALE

### DAF

1990 (G) DAF OPTARE DELTA,  
49 seats, test to 02/02, ring  
for details.

### DENNIS JAVELIN

1991 (H) PLAXTON 3200, 8.5  
metre, 30 seats + toilet + TV  
video + 2 tables, test Jan 2002  
+ spare seating.

### MERCEDES

1990 709 DORMOBILE, 29 bus  
seats, Minibus, power doors,  
manual gearbox, Test 03/02.

1990 408 MERCEDES D, 15 seats  
with 3 point belts, plain white,  
tested 02/02.

### LEYLAND TIGERS

1988 (E) DUPLÉ 340, 51 seats and  
courier with compliant  
retractable belts, toilet,  
continental door, manual  
gearbox, repainted white, test  
Jan 2002.

1986 (C) BERKHOF EVEREST, 49  
seats & belts, courier, centre  
toilet, continental door, semi  
auto gearbox, test July 2002.

1984 (B) PP PLAXTON  
PARAMOUNT 3500,  
55 retrimmed seats, manual  
gearbox, test Nov 2001, ring  
for details.

1983 DUPLÉ CARIBBEAN, 340  
front, 49 recliners and toilet,  
repainted white, test July  
2002.

### RENAULT DODGE

1990 S75, PRIVATE PLATE,  
WRIGHT BODY, wide doors,  
31 bus seats, Allison gearbox,  
air rear suspension,  
test March 2002.

1989 PLAXTON BEAVER, 25 bus  
seats, power door, manual  
gearbox, test 12/01.

### LEYLAND NATIONALS

1980/83 Mark 2 LEYLAND  
NATIONALS, Gardner  
engines, 49 or 52 seats, test  
until 03/02.

### OPTARE METRORIDER

1991 (H) Wide Doors, 26 bus seats,  
Allison auto gearbox, test  
09/02.

### FORD

1984 PLAXTON PARAMOUNT,  
8.5m, 35 re-trimmed seats,  
with belts, tested 09/02.

For pictures of  
vehicles see website  
[www.nebussales.co.uk](http://www.nebussales.co.uk)

Ring

**01207 280353 (W),  
01207 283687  
or 588210 (H)**

2539/CM

## New Mercedes super low floor,

wheelchair accessible, air  
suspension, Sprinter, 15+ w/chairs.  
New Mercedes 10 wheelchairs/32 high  
back, diptac. In stock.  
New Merc 23 seat luxury, 6 w/chairs +  
large boot, p/door, side lift. Early.  
New Merc service/coach 33 with destination,  
coach seats, belts,  
luggage racks + boot. Stock.  
New Vito Travel Liner, special offer, 8 seats  
£13,500 + VAT. Stock.  
New Sprinters 16 lux coach spec. 16 wheel-  
chair spec.

**BLYTHSWOOD MOTORS  
0141 221 3165**

2971/CM

Due to fleet restructure  
Maynes Coaches of Buckle  
have the following quality vehicles  
for sale:

## 2 x Volvo B10M Algarve II

1997 'P' reg, 49 seater with  
tv/video, toilet and air conditioning,  
MoT 26th January 2002 (will MoT if  
required)

1997 'R' reg, 51 seater with tv/video  
and toilet, MoT 6th October 2002

For further details please call  
**MAYNES COACHES**  
on **01542 831219**

2548/CM

## 1996 (P)

## MERCEDES 711 AUTO BUS

24 seater + courier seat, base white  
livery, fully seat belted, full service  
history, very good condition,  
MoT exp Sept 02.

**£24,000**

Contact:

**Galloway Travel Group  
Jeff Stocker 01449 766323**

2545/CM

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Service Buses, Coaches,  
Wheelchair.

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**BLYTHSWOOD MOTORS**

**FOR SATISFACTION  
AND VALUE!**

2544/CM

## VEHICLES FOR SALE

1980 LEYLAND D/D BUS  
78 seats, MoT 04/02, **£2,000**

1983 LEYLAND TIGER DUPLÉ  
DOMINANT 4  
53 seats, semi auto, 3 point belts,  
MoT till 10/02, **£3,000**

1984 SETRA 228 DT  
74 seats, lap belts, MoT till 04/02,  
**£23,000 ono**

**CEDAR COACHES  
(01234) 354054**

2995/CM

## MERCEDES 614 VARIOS '99

Crest conversions, 24 high  
back seats / 3 point  
seatbelts, large drop boot,  
MoT & in excellent condition

**Call Chris  
07775 690677**

2982/CM

## SPRINGFIELD COACHWAYS

### BUSES

87 LEYLAND LYNX, Gardner engine, MoT'd,  
good condition .....£6,000  
85 DENNIS DOMINATOR, double deck,  
MoT'd .....£5,600  
84 LEYLAND OLYMPIAN, double deck,  
MoT'd .....£5,400  
92 METRORIDERS, long wheelbase,  
Cummins/auto .....POA

### COACHES

91 MERCEDES, 20 seats, racks, private  
plate, MoT'd .....£5,995  
86 LEYLAND ROYAL TIGER PARAMOUNT  
3500 EXEC, 49 seats, MoT'd, TV/video, centre  
toilet .....£13,500  
V REG BEDFORD PJK, 29 seats, very clean,  
MoT'd .....POA

### VEHICLES FOR EXPORT, CON- VERSION AND OTHER USES

90 RENAULT DODGE, mini Perkins, auto,  
Wright body.  
83, 84, 85 MCW METRO BUSES, Merc 1 and  
Merc 1 Choice.  
83 LEYLAND ATLANTIAN  
86 MAN WHIPPIT, 28 seat coach, very clean,  
MoT'd .....POA

### COLLECTORS CORNER

64 LEYLAND PD3, half cab, open platform  
72 BEDFORD YRQ, Class 5 MoT .....POA  
1971 AEC RELIANT, new engine, new king  
pins, new brakes all round, chassis blasted  
and painted, ideal for collector .....£1,250

Large selection of parts for MCW  
Metrobuses, Merc 1 and Merc 2. Leopard  
680 engines, Cummins 6B engines,  
complete with Allison auto boxes.  
Mechanical body repairs resprays.

Tel: **01942 820343**

Eves: **01942 497436**

Mobile: **0776 5850029**

Finance arranged.

2540/CM

## NEOPLAN SKYLINER

1986, 77 seats, T.V, Video, Toilet.  
**£20,000**

## SETRA

1987, New Engine + Gearbox,  
73 seats, T.V, Video, Toilet.

**£25,000**

**Both vehicles will be  
sold with a years MoT**

**0191 3710330**

2996/CM

## RENTALS

You may rent any  
of our vehicles by day,  
week or year. 37 seat  
luxury Mercedes, and  
service. SLF Service  
Darts and Mercedes.

**Blythswood Motors  
0141 221 3165**

2969/CM

1982 VOLVO B10M DUPLÉ, 53 belted  
seats, tested to November 2002..£4,750

1981 LEYLAND TIGER SUPREME 5,  
tested 21st May 2002, 51 excellent  
reclining seats, semi auto .....£2,750

LEYLAND LEOPARD SERVICE BUS,  
rebodied by East Lincs in 1992, tested  
February 2002 .....£3,750

SEVERAL LEYLAND LEOPARD  
SERVICE BUSES, Duplé and  
Willowbrook rebodied, some tested  
some not.....Offers

**01827 712287**

**07808 718644**

2994/CM

## FOR SALE

due to loss of contract:

1 x 49 seater + courier,

## Leyland

## Tiger 24S Turbo

Jonckheere P50 body, toilet,  
boiler, video, seat belts,  
MoT/tax March 2002.

Quick sale required.

**£9,000 + VAT ono**

Tel: **01279 731730**

Mobile: **07710 775065**

2546/CM

## PLAXTON PARAMOUNT 3500 DAF SB2300

1984 on P/P, 53 recliners +  
courier seat, taxed March  
2002, tested May 2002.

**£9,500 + VAT**

Tel. **01708 781977**

Mobile **07946 381001**

2543/CM

**FAX YOUR  
COPY OVER  
ON**

**01733  
468253**



# Coachmart

## CAELLOI MOTORS 01758 612719

NOV 1998 DENNIS DART SLF 10.7M  
POINTER BODY, 36 seats + 26  
standees, tilt ramp and wheelchair  
facility, double glazed, test Nov 2002  
.....£57,500  
1990 CAETANO B10M, drop driver, 49  
seats, demountable centre toilet, double  
glazed, radio/PA, Telma, test Dec 2002  
.....£34,000  
OCT 1996 VOLVO B10M VAN HOOL,  
36 seats, rear floor mounted toilet, boiler,  
fridge, tables, double glazed,  
radio/PA, retarder, test Oct 2002  
.....£104,000  
*All vehicles in good clean  
condition.* 2516/CM

## PLAXTON CHEETAH MERCEDES

May 2000, 73,000km, first  
class condition, 29 reclining  
seats, extras inc. Telma.

£59,000

Hunts Coaches  
Tel: 01507 463000  
Lincs 2378/CM

## Woods of Tillicoultry

MERCEDES SOLERA FULL CORPORATE COACH  
1999 Sept, 27/31 reclining seats, toilet, wash-  
room, tables, twin video system, fridge, coffee  
machine, radio/pa, metallic silver, 45,000  
miles, very low miles, Euro Liners, mint  
condition.....£86,000.00 ono  
TOYOTA OPTIMO IV  
2000 June, 21 reclining seats, video, coffee  
machine, 45,000 miles, metallic blue, Euro  
Liners, mint condition.....£50,000.00  
MERCEDES PLAXTON CHEETAH  
2000 March, 33 seats, luxury coach, radio/pa,  
63,000 miles, Euro Liners, mint condition...  
.....£60,000.00 ono  
All available Oct 2001 due to NEW  
vehicles arriving soon!  
Tel. 01259 751753 2519/CM

## PREMIERE TRAVEL GROUP NEWTON ABBOT, DEVON COACHES FOR SALE DUE TO FLEET UPGRADE

1980 VOLVO B58 PLAXTON  
SUPREME, 53 seater, vgc, white,  
MoT 04/02.....£6,000

1980 VOLVO B58 PLAXTON  
SUPREME, 57 seater, vgc, white,  
tinted windows, MoT 05/02. £5,000

1974 VOLVO B58 PLAXTON  
SUPREME, 51 seater, vgc, white,  
Telma, MoT 06/02.....£2,850

1980 DAF MB200 PLAXTON  
SUPREME, 55 seater, vgc, tinted  
windows, splitter, MoT 03/02£4,500

1980 DAF MB200 PLAXTON  
SUPREME, 57 seater, tinted win-  
dows, splitter, needs new engine,  
MoT expired.....£ OFFERS

1977 BEDFORD PLAXTON  
SUPREME, 53 seater, vgc, tinted  
windows, MoT, new test...£2,000

ALL PRICES + VAT

Call Andrew or Darren at  
Premiere Travel Group on  
01626 36 36 37 2930/CM

Mercedes 709D, 93 reg, Dormobile, 27  
seats & belts, 7 standees, tested Feb  
2002.....£10,400 + VAT  
Leyland Swift, 32 seats or 12 wheel-  
chair spaces, rear lift, 7 standees,  
Wadham Stringer body, tested Sept  
2002, p plate.....£3,000 + VAT  
Mercedes 508, reg 92, 15 seats or 7  
wheelchairs, rear lift, tested July 2002,  
p plate.....£4,000 + VAT  
Ivecos, choice, 88 onwards, 18/20 seats  
or 8 wheelchairs + lift, Wrights body,  
tested 2002.....From £800 + VAT  
Leyland Swifts, Reeve Burgess bodies,  
long tests, 30 plus seats, rear w/lift, all  
p plates, six available.  
Pattersons Coaches  
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## SPECIAL OFFERS

New shape luxury  
Mercedes 33  
large boot, Telma, P/A  
£70,000 only  
Mercedes Traveliner  
Vito  
7 + driver  
£13,500 + VAT  
Blythswood Motors  
0141 221 3165 2970/CM

## 1988 DAF SB2300 DHTD PLAXTON 3200

55 seats, white exterior,  
MoT 20 March 02, vgc.  
£15,000 + VAT ono

## 1983 LEYLAND TIGER TL11 PLAXTON 3500

55 seats, red exterior,  
MoT 11 Sept 02, vgc.  
£4,000 + VAT ono

Tel: 01680 812510 (day)  
or 01680 812313 (eve)  
(Isle of Mull) 2977/CM

## NEOPLAN CLUB - LINER

60 seats plus lounge  
area, toilet etc, fully  
belted, MOT May 02.

£9,500

Tel 0116 287 4241 2521/CM

35 SEAT LEYLAND TIGER with R/Burgess  
Riviera body. Nov'r 1984. S/auto gearbox, fit-  
ted with luggage pen & racks. MOT Dec 2002.  
Ex travel Dundee - not pretty, but practical! A  
heavyweight 35 seater at a sensible price  
.....£6,500 + VAT  
21 SEAT + COURIER, CAETANO Optimo 1.  
May, 1990. Cornish operated from new - a rare  
opportunity to purchase an early Optimo in  
original condition at a Bargain Price. MOT April  
2002.....£7,250 + VAT  
Both fitted with RETRACTABLE seatbelts, taxed  
and comprehensively maintained by Commercial  
Garages. May consider P/Ex one or both of the  
above against late model Plaxton Beaver  
25 seat MidiCoach.  
Further details & photos  
(also see our website: www.otstalmouth.co.uk)  
Telephone (01326) 340703  
Or enjoy a weekend in Cornwall  
and inspect at your leisure! 2515/CM

## MERCEDES SPRINTERS INCLUDING AUTOMATICS

and/or Power door, come test drive,  
wonderful, 16 seats. single wheel, 413  
double wheel, forced air & boot or air  
con, manual & auto available now,  
plus choice of wheelchair Sprinters from  
12/4 wheelchairs to 16/5 wheelchairs,  
optional power door. Ready to go now.  
We have these available with AUTO  
only £700 extra. This latest Mercedes  
Auto can be used as manual or auto,  
no loss of fuel consumption. Only  
auto licence required.  
Blythswood Motors (Glasgow),  
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## 1974 LEYLAND ATLANTEAN

- 74 seats
- Dual entrance
- Recent retrim
- MOT April 02

£1,000 for quick sale  
Tel: 0116 287 4241 2523/CM

## BUS AND COACH AUCTION JUMP ON BOARD!!

(A57) HYDE ROAD, BELLE VUE, MANCHESTER M12 4RX

# FREE BUS PASS!!

TO OUR LAST SALE OF THE YEAR!

ON

## WEDNESDAY 5TH DECEMBER

at 11.00 am

ALL ENTRIES NOW INVITED

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THE ONLY BUS & COACH AUCTIONEERS

## British Car Auctions

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## OPTARE SOLO SLF 1999(V)

Mercedes Turbo powered engine,  
37 + standees, wheelchair access,  
full Diptac, one owner, low  
mileage, excellent condition.

Choice of 3

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or

07960 789 425 2527/CM

## DUE TO ARRIVAL OF REPLACEMENT VEHICLES WE HAVE FOR SALE

1982 VAN HOOL ACRON, Super High,  
49 executive, toilet, TV and radio, drinks  
dispenser, continental door, bunk. Very good  
condition, ideal first executive or spare  
coach. MoT Oct '02...£13,000.00 + VAT  
1984 SETRA 211 V8, 34 seater, 10 metre,  
toilet, drinks dispenser, continental door,  
good condition, MoT Dec '02.....  
.....£18,500.00 + VAT

ALL IN DAILY USE AND HAVE  
SEAT BELTS

For details phone

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# MARKETPLACE

## NEXT BUS MERCEDES BUS SALES

1989 (pp) - Mercedes 609D, 5 speed manual, power steering, 19 highback seats, power door, destination gear, certified lap belts, to be sold with new MoT, do your school contract in the morning, shoppers into town and bingo ladies at night!.....£4950

We have over thirty Mercedes vehicles available at any time, most have been used or are still in regular use on our sister company fleet. If you need to know about Mercedes ask us!

## MERCEDES BUS RENTAL

20-33 seat vehicles always in stock. No minimum period. Delivery service available.

SPARES - see our advert in classified

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2542/MP



### KENT COACH TOURS 1991 VOLVO PLAXTON PARAMOUNT 3200

Automatic gearbox, MoT November 2002, 53 reclining seats with seatbelts, stretch panels replaced and resprayed white.

£36,000 ovno  
Tel. 01233 627330

2986/MP



### 1998 Sept BOVA

Usual Bova Refinements. This coach has low mileage and is kept in pristine condition, only used on our Holiday fleet. Nice metallic paintwork. Reasonable offers invited.

M-LINE COACH HOLIDAYS  
Scotland 01259 212802

2684/MP



### DENNIS DART Plaxton Pointer 9.8 metre

37 seats, 19 standee, first reg Aug 96, P reg's, choice of 5, currently available, excellent condition, further 8 currently in service, available November 01.

PRICE £39,000 NOW £36,500 + VAT

Call Graham Lashbrook or Ben Smith at ARMCHAIR  
on 0208 568 8227

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### 98 IRIZAR

51 seats, Triaxle, colour white, all recliners, with washroom, WC, climate controlled a/con, fridge, TV, video, stereo, PA, drivers bunk.

£127,000

Tel: 0208 985 4411

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### IVECO DAILY 40.10 MINICOACH

M reg, new M2 seats, 3 point belts, 58,000 miles, taxed and MoT'd.

£10,250 ono

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2952/MP



### 1998 PLAXTON CHEETAH

32 seats, arm rests, alloy wheels, curtains, extra marker lights.

£52,000 ono

Tel. 01952 585712

Fax. 01952 582577

(Telford)

ELCOCK REISEN 2508/MP



### 1999 AYATS BRAVO 1

MoT June 2002, MAN 460, only 168,000 kms, manual g/box, 75 seats with belts and head-rest cushions, full air-conditioning, reversing camera, video & 4 tvs, long range fuel tanks, ski box fittings, tow bar, Webasto, on board vacuum system, low step continental door, sale due to replacement vehicle!

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or 07796 332843

2529/MP

## Chalkwell

### COACH HIRE & TOURS

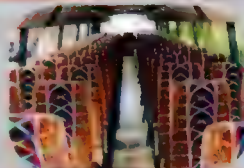
We have the following quality vehicles for sale:



#### 1987 P/P VOLVO B10M PARAMOUNT 3200

57 seats retrimmed in brown graffiti, lap belts, recent engine overhaul, ZF manual, very clean. MoT 06.04.02

£22,000 + VAT

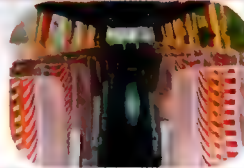


#### 1986 VOLVO B10M/CAETANO

53 reclining seats trimmed in brown. lap belts. curtains. ZF manual.

New MoT to 28.11.02

£16,950 + VAT



#### 1985 P/P LEYLAND TIGER/PARAMOUNT 3500

53 reclining seats, retrimmed in brown, lap belts, double glazed, Webasto, engine overhaul, ZF manual. MoT 29.7.02

£15,500 + VAT



#### 1984 P/P LEYLAND TIGER/PARAMOUNT 3200

53 seater retrimmed in grey graffiti, lap belts, ZF manual. MoT to 20.12.01

New MoT option available

£11,000 + VAT



#### 1984 P/P LEYLAND TIGER/PARAMOUNT 3200

53 seats trimmed in brown, lap belts, 11 metre, ZF manual. MoT to 28.2.02

£10,500 + VAT



These vehicles are in very good condition having been serviced in our own workshops. Service records available.

SITTINGBOURNE, KENT Tel: 01795 423982

2990/MP

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### Mercedes 811D Carlyle Body

1990/1991 G & H reg, 33 bus seats plus standing, manual gearbox, choice of 7. All very clean with 2002 MoTs

From £4,450

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2991/MP



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**FULL-SIZE VEHICLES - LOTS OF  
NEW, QUALITY STOCK!  
ALL PRICED WITH NEW MOT'S  
AND RESPRAY**

1991 H Duple 425 Integral, 55 reclining seats, ZF manual, centre sunken toilet, continental door, retrimmed this year in the latest Furtex graffiti-style moquette, full audio and video systems, drinks machine, superb appearance, economy and value, from one of our own fleets and maintained to the highest standards, £24,995  
1985 B/PP Leyland Tiger 245, ZF manual Plaxton Paramount 3500 II, 49-seat executive coach, rear sunken toilet and continental door, TV and video, hot drinks machines, retrimmed this year in attractive grey/multicolour Furtex, superb condition throughout, from one of our own fleets and maintained to the highest standards, one only, £11,995

**ONE QUALITY OWNER FROM NEW**

1985 B Leyland Tiger 245 ZF 6-speed manual Duple Caribbean II, 53-seat coach. Please do not compare with worn out rubbish elsewhere, one public sector operator from new, maintained to the highest standards with recent new gearbox, low mileage, original throughout, compliant seat-belts and sold with brand new MOT and respray in your livery. Not the cheapest Tiger/Caribbean but by far the best on the market at £9,995.  
I know it sounds corny, but the first to see it will buy it!!

1983 (valuable PP) Volvo B10M GLT Berkhof Esprite 340 49-seat full executive coach, ZF 6-speed with splitter, reclining seats, continental door, centre sunken toilet, retrimmed 2001 in the latest Somtex grey/multicolour moquette, full audio and video system, full body and structural overhaul 2001, fantastic appearance with Volvo reliability and ready for work now, brilliant value at just £11,995

**DUE IN SOON**

1988 E Bedford YNV Venturer Plaxton Paramount 3200 III 53-seater, brand new MOT.

1982 X DAF MB200DKTL Duple Dominant IV 53-seat coach, long MOT, recent retrim, excellent contract vehicle.

**NEW SELECTION OF MERCEDES  
IN STOCK FROM ONE OF THE  
UK'S FINEST FLEETS - MANY  
SOLD LAST WEEK BUT STILL  
SEVERAL LEFT!**

1995 M Iveco 59.12 Marshall 29-seat bus, 5-speed manual, excellent original condition, power steering, DIPTAC features, attractive interior, very clean vehicle and outstanding value at just £8,995

1994/5 M Mercedes 709D manual 29-seat bus, wide Alexander Sprint bodywork, superb condition throughout, all aluminium body so no corrosion, full set of coach seats in stock if coach interior required, direct from premier fleet, good choice now available, excellent value from just £14,495 as refurbished bus - JUST ONE NOW REMAINING

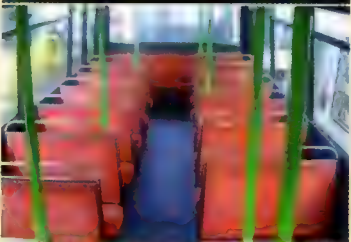


1994 L Mercedes 811D Plaxton Beaver I 31/33-seat buses and coaches, good choice available with either manual or automatic gearboxes, fast-flow entrances, air brakes, spotless original grey/red interiors, superb value from just £15,495 as refurbished buses, **NOW IN STOCK!!** - will fit with dual purpose or coach interior and compliant seat-belts if required - phone for more information and prices.



**JUST ONE LEFT - READY NOW WITH  
BRAND NEW MOT**

1994/5 M Mercedes 709D UVG Wessex II 29-seat bus, 5-speed manual gearbox, power steering, handrails and diptic features, grey moquette with rainbow centre pattern, can reseat with coach seats if required, brand new MoT October 2002, exceptional value from £14,495 with bus seats, new MoT and respray.



1994 L Mercedes 811D Alison automatic 33-seat Dormobile Routemaker II. will be prepared as either a bus or luxury coach, direct from one of the UK's premier fleets, superb condition, phone to discuss interior specification and prices, just one now left.

1994 L Iveco 49.10 Marshall 23/25 - seat bus, manual gearbox, clean original interior, power steering, good major mechanical components, sold with new MOT and respray in any one colour, now just one of these highly economical little buses due in next week at £5,995 - can be seat-belted or coach seated at extra cost if required.

1993/4 L Mercedes 709D 5-speed manual Dormobile Routemaker II 27 and 29-seat buses, choice of standard or fast-flow doors,

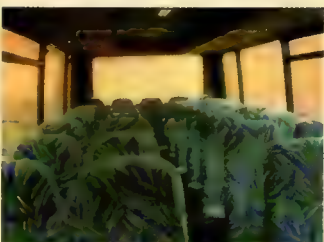
optional luggage pens, power steering, prices to include full body overhaul and repanel as required, retrimmed bus seats, new MoT and respray in your livery, orders now being taken for September delivery, wide choice, £12,995 each fully prepared - MoT compliant seat-belt packages available on any vehicle.



**25-SEAT MERCEDES WITH SIDE  
PASSENGER LIFTS - JUST ONE LEFT!**

1992/3K Mercedes 709D 5-speed manual Dormobile Routemaker access bus with new MOT, wheelchair lift mounted behind the main passenger entrance on the nearside, with refit to bus or coach specification as required, useful vehicle.

**ORDER TO YOUR  
SPECIFICATION - THREE  
WEEKS DELIVERY**



1993/4 L Mercedes 709D 5-speed manual Dormobile Routemaker II 29-seat coach, power door, fully refurbished including full body overhaul and repanel, new seat-belt compliant MoT, brand new coach seats with two point seat-belts and finished in superb blue/grey Furtex moquettes - twin luggage racks, radio/cassette with four saloon speakers and respray in any one colour, priced at £17,995 - JUST ONE NOW AVAILABLE FOR DELIVERY LATE NOVEMBER.

**NOW IN STOCK - 31-seat coach**

1991 J Optare Metrorider LWB coach, Cummins/Alison driveline, fast-flow entrance, fully refurbished in 2000 with full coach interior, luggage racks, and 31 coach seats with compliant seat-belts, from our own fleet, one only at just £10,495, now in stock and being prepared.

**EIGHT SOLD WITHIN DAYS, LAST  
OF BATCH IN THIS WEEK!!!**

1991 J Mercedes 709D Plaxton Beaver bus, now being prepared, base specification is with Alison automatic gearbox and 29 bus seats, but manual gearbox and/or refurbished coach interior is available to order, one premier operator from new and in superb condition, absolutely superb value at just £8,995 to include new MoT and respray in any one colour.

1991 H Mercedes 811D Alison Automatic 28/31-seat Alexander service bus, wide entrance, all-aluminium bodywork so no corrosion, price includes new MoT, all necessary panel replacement and body repairs, retrimmed bus seats and respray in your livery. Excellent value and fully prepared for just £9,995.

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MERCEDES FROM THE CURRENT  
BATCH AND A REAL BARGAIN**

1990 G Mercedes 709D Plaxton Beaver bus, now being prepared, base specification is with Alison automatic gearbox and 29 bus seats, one premier operator from new and in superb condition, absolutely wonderful value at just £6,995 to include new MOT and respray in any one colour.

**IN STOCK NOW!!**

1990 G Dennis Dart SWB Carlyle 28-seat bus, luggage pen, Cromwell construction so no corrosion, sold with new MOT, retrimmed bus seats and resprayed in any one colour, excellent little bus due in this week at just £12,995.



1990 G Mercedes 811D Wadham Stringer 31/33 seat bus, standard-width entrance, luggage pen, new MOT, retrim in attractive all-over pattern red moquette, recently resprayed in white, excellent value at just £8,995 including respray in your own livery if required.



1988/9 PP Leyland Swift Reeve Burgess Harrier 37-seat coach, manual gearbox, Cummins 6BT engine, compliant seat-belts, power door, radio/cassette, large luggage boot, forced air, luxury coach specification, excellent interior, price includes new MOT, any necessary panelwork and respray, very unusual and desirable vehicle at just £9,995.

1988 F Mercedes 609D 23-seat coach, Reeve Burgess conversion, slam door, 5-speed manual, radio/cassette, twin luggage racks, price to include full body overhaul, retrimmed seats, compliant seat belts and new MOT plus respray in any one solid colour, excellent value at just £6,995.

**THIS WEEK'S DRIVE-AWAY BARGAINS**

1988 F registered MCW Metrorider 31 bus, clean condition, MoT just expired, true value at just £895 - choice of 2.

1986 C Mercedes 608D Plaxton Mini-Supreme 25-seat coach, MOT just expired but beautiful little coachbuilt coach with 25 retrimmed Plaxton coach seats in graffiti moquette, luggage boot and luggage racks plus compliant inertia reel seat-belts and wheeltrims, very rare and very smart, where else will you get all this for just £3,195.

1993 K Omnicoach Omni 20-seat low-floor wheelchair accessible coach, provision for up to six wheelchairs with rear ramp access, very clean vehicle with luggage racks, compliant three-point seatbelts and full tracking, price includes new MOT, £3,995 (or £2,595 prior to MOT preparation).

1989 F Ford Transit DI diesel 14-seat minibus, factory conversion, semi-high roof, compliant seat-belts, clean and tidy, good MOT, one only, £1,395.

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2984/DAF

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### DOUBLE DECKER BUSES

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2537/DD

**LEYLAND '83 Y Olympians** low bridge, Gardner engine, 77 seats **£7,750 incl test and tyres.** These are very nice vehicles also '88 Olympian (Cummins engine). Plus Dominator 77 seats, 1989 Gardners 65 mph nice vehicles. Blythswood Motors (Glasgow) 0141 221 3165.

2966/DD

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2961/LE

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2964/FO

## MAN

1994 (L) MAN 11.190 CAETANO ALGARVE II, 35 reclining seats + courier, 271,000 km, MoT Feb 2002, owner/driver from new. **£41,000 + VAT.** Tel: 0151 428 4442 (Liverpool).

2936/MAN

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2962/ME

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**96 MERCEDES 410D,** 16 coach seats, w/c facility, tailift, 5 speed, luggage racks, 3 point belts, tinted glass, rear seats on tracking — removable & demountable. **£11,500**

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2960/ME

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2963/ME

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**1996 (N) 410 MERCEDES,** 16 seats, tail lift.

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**1995 (M) 711 MERCEDES PLAXTON,** 29 seats, service spec.

107/MM

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COACH AND BUS WEEK ending 15 November 2001 51





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**LEYLAND TIGER DUPLÉ 320**, 1987 (PP), 57 recently retrimmed seats, manual gearbox, far above average condition, MoT May 2002, **£10,950**



**MERCEDES 709D BEAVER** 1988 F reg, 25 high back seats, 8 standing, 1 auto, 1 manual. **From £5,250**



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**ALL SOLD**

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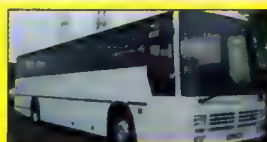
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1992 (K) Bova Futuras, choice of 4.

1991 Mercedes 814, 29 seater.

1990 Volvo B10M Paramount 3500, 49 +, toilet, choice of 3.

1990 Mercedes 709

1990 Mercedes 609

1989 Duple 340 Volvo B10M, 55 seater

1989 Leyland Tiger, 53 seater.

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M reg 1995 MAN Optare Vectra II, 42 seats, choice of 5, low emissions

Dennis Darts, East Lancs bodied, 1994

Dennis Dart 1994 L REG Plaxton Pointers, 35 +37 seaters

Dennis Dart Plaxton Pointer, 1992 (K)

Dennis Dart Plaxton Pointer, Wrights bodies 1992 (K)

Dennis Dart Plaxton, J reg

Dennis Dart Plaxton Pointer

Dennis Dart, H reg, Wrights body

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Mercedes Service Buses, N reg, Plaxton Beaver 709, 25 seats

M Reg Mercedes 709, 25 seats, Alexander bodies

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L Reg 1993/4, Wrights bodies, 27-29 seats a mixture of manuals + autos

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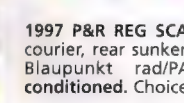
**1996 10 METRE NEOPLAN JETLINER.** 35 seats + courier, rear saloon toilet, servery with coffee machine, fridge, Webasto, continental door, 2 screen video, Air Conditioned. Remember this is a full size coach with a Mercedes V6 engine, we aren't talking overstretched van conversions here! ..... £110,000



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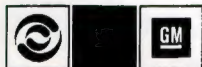
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An attractive salary and relocation package will be offered to the successful applicant.

If you believe you have the skills and experience to meet the challenge of this demanding position and would like the quality of life available in the Scottish Highlands, please forward your application and C.V. with two passport sized photographs by Wednesday 28th November 2001 to:

Freda Rapson  
Managing Director  
Rapsons Coaches Limited  
1 Seafield Road  
Inverness  
IV1 1TN

2979/APP

## Notice of proposed Guidance Document for London service permits

Pursuant to powers delegated by the Mayor of London, Transport for London, in accordance with s191(1)(a) of the Greater London Authority Act 1999, gives notice that a draft of the Mayor's Guidance Document is available for public comment.

When finalised the Guidance Document will set criteria for the issuing of London service permits. London service permits being required by bus services that do not form part of the London Bus network.

A copy of the draft Guidance Document may be obtained by phoning 020 7918 4300. The draft Guidance Document is available for public inspection at 172 Buckingham Palace Road, London SW1W 9TN, and is also available online at [www.transportforlondon.gov.uk/buses/cib\\_lsp.shtml](http://www.transportforlondon.gov.uk/buses/cib_lsp.shtml)

Submissions on the draft Guidance Document close on 3 December 2001.

MAYOR OF LONDON

Transport for London

2944/APP

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You will also have good written skills, strong attention to detail, an excellent telephone manner, and be computer literate with experience of using databases. A flair and ability to produce original design ideas for publicity would be a distinct advantage.

We will reward the right individual with a salary commensurate with experience, qualifications and skills and provide the opportunity to join an organisation that recognises achievement.

For an informal discussion please contact either Jodene Hall on 01823 285815 or John Perrett on 01823 285818.

To apply, please send your CV and a covering letter including current salary to Guy Rawlinson, Atmos Limited, The Crescent, Taunton TA1 4XE or email [guy.w.rawlinson@wsatkins.com](mailto:guy.w.rawlinson@wsatkins.com)

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2980/APP

## Yorkshire Traction

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- Ability to work as a team member.

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